

Blue Water Park Document Reference BWP11/1

Local Inquiry to Consider
Application DA/88/336

Proposed Blue Water Park
Regional Shopping Centre
with Recreational and Leisure Facilities
Western Quarry, Stone, Kent

ASSESSMENT OF NOISE AND AIR POLLUTION

PROOF OF EVIDENCE

of

Dennis Arthur Merrill Gilbert MSc. CEng

E X C H A N G E D R A F T

September 1988

12. SUMMARY AND CONCLUSIONS

12.1 Within my evidence I have examined the impact on noise levels of the operation of the proposed development and of traffic on the improved access roads. Calculation of noise levels, using standard prediction methods have been made for three alternative scenarios. The calculations show that, with the adoption of appropriate amelioration measures, more residential dwellings will experience a reduction in noise levels than will experience an increase. The recommended measures are:

- i) a 1.5-2m high noise barrier alongside the realigned Bean Road in the vicinity of Cobham Terrace;
- ii) provision of double glazing to frontage windows at the six untreated dwellings in Ightham Cottages (Nos. 2, 7-11);
- iii) provision of double glazing to frontage windows at the six untreated dwellings in Hope Cottages (Nos. 1-6).

12.2 Calculations of noise levels associated with the operation of the shopping centre and the leisure and recreational activities, indicate that these activities will have little impact on noise levels at the facades of dwellings in Hedge Place Lane and St. James Lane. This is primarily because the main noise generating activities are remote from the dwellings (distances greater than 500m) and because the walls of the quarry act as an effective sound barrier.

12.3 Predicted noise levels indicate that the likely impact of construction noise on the local residents is likely to be small. This is due to there being very few residents in close proximity to the proposed activity and that the quarry margins providing an effective sound barrier to the construction noise.

12.4 My air quality assessment indicates that available criteria for the pollutants of concern will not be exceeded, and air quality will not be noticeably worsened for the surrounding residents.

Figure 6(a)
Map showing mitigation measures
at Cobham Terrace

Key

— location of 2m noise barrier
(acoustic fence or earth mound)

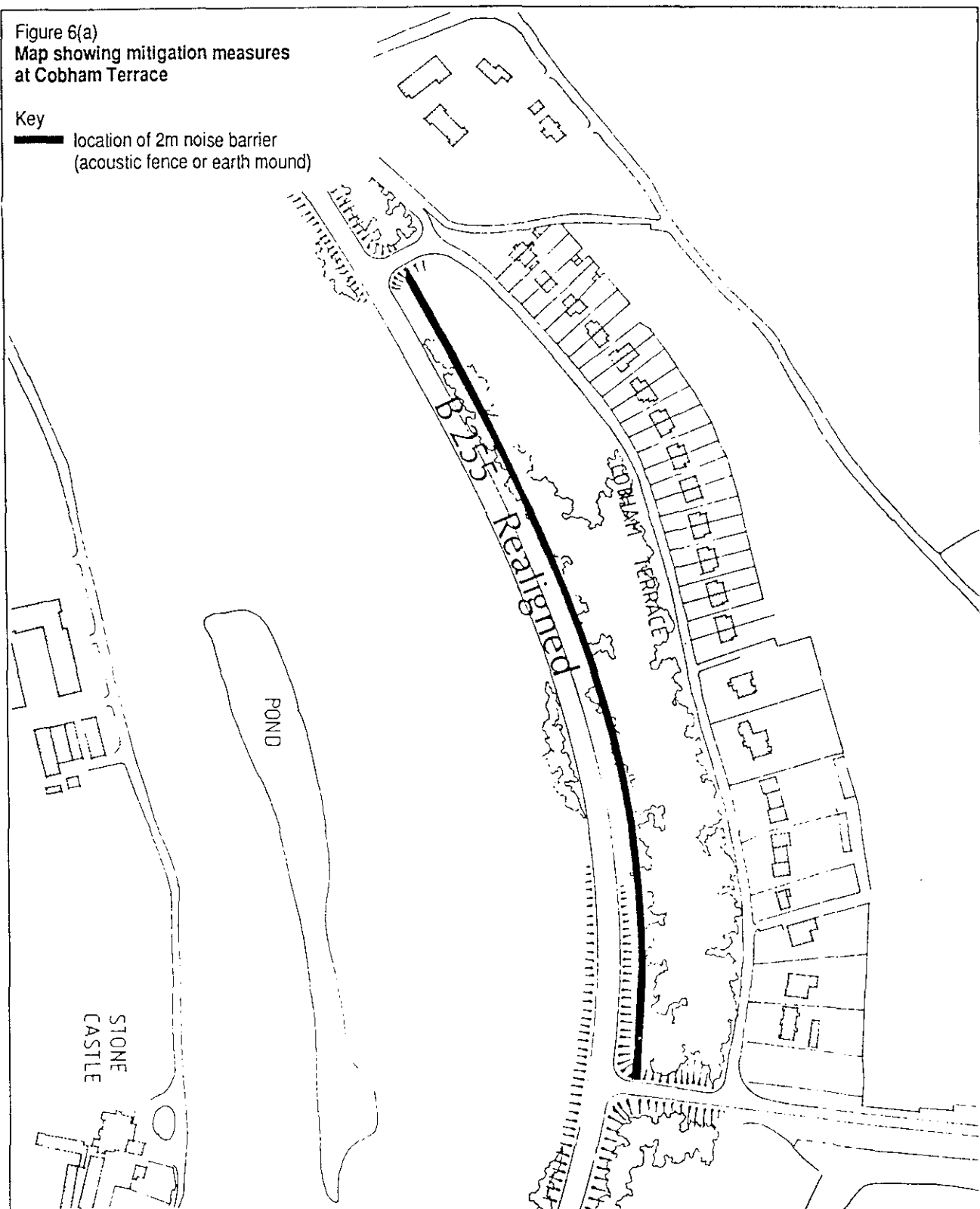
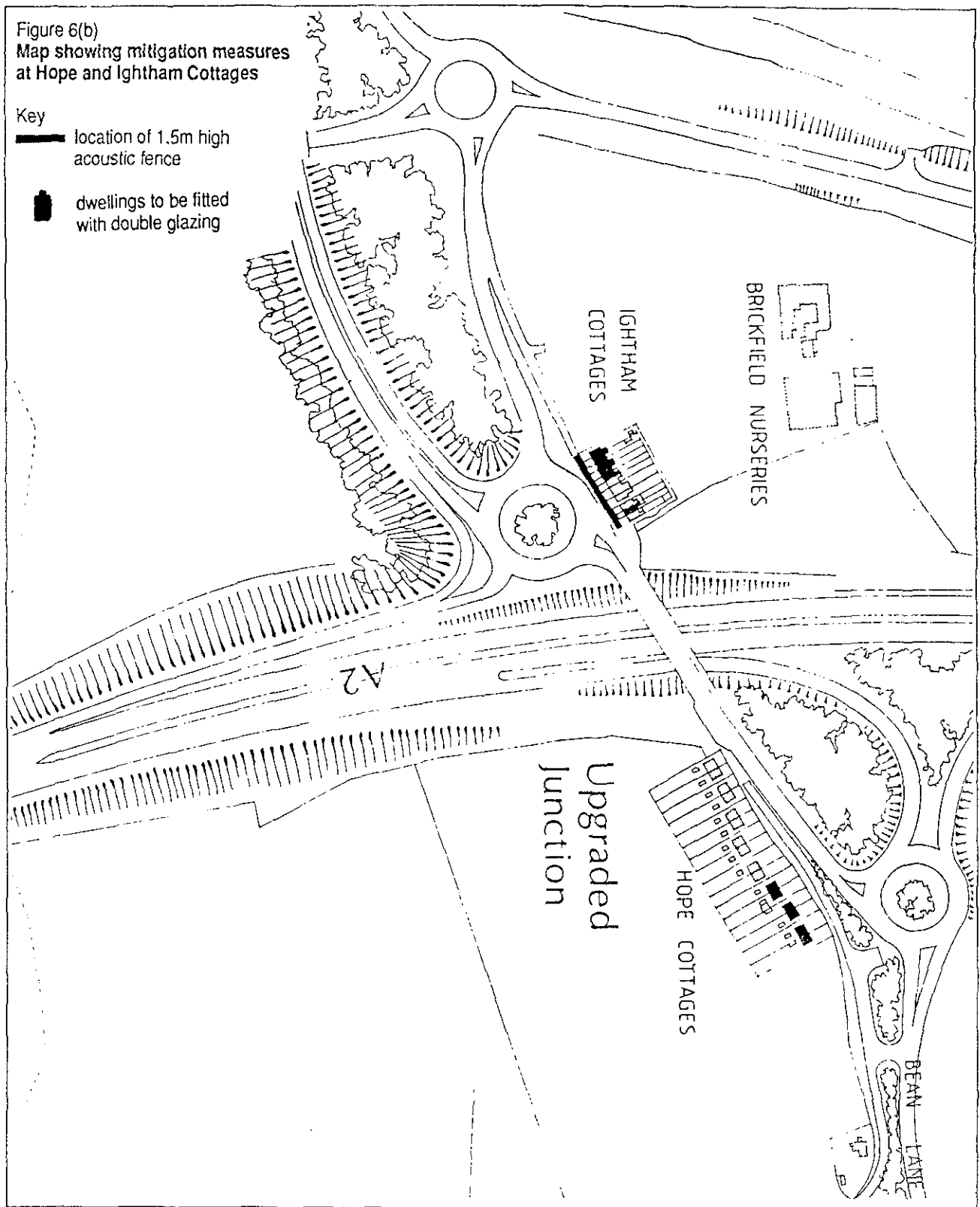


Figure 6(b)
Map showing mitigation measures
at Hope and Ightham Cottages

Key

— location of 1.5m high
acoustic fence

■ dwellings to be fitted
with double glazing





Departments of the Environment and Transport

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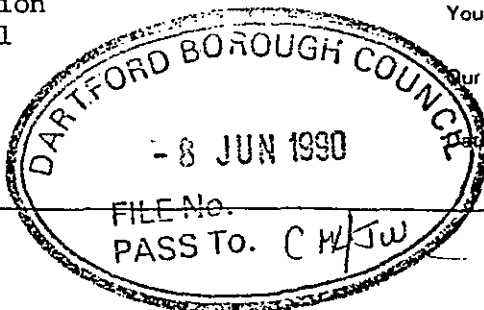
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Your reference

Our reference

SE2/5062/182/1
SE2/5062/219/15
RSE/5062/35/1/012
6 June 1990



Dear Sir

TOWN AND COUNTRY PLANNING ACT 1971

PLANNING APPLICATIONS NOS DA/86/0391 OUT AND DA/88/0336 OUT BY BLUE WATER PARK PLC TO DEVELOP WESTERN QUARRY AND ADJACENT LAND AT DARTFORD, KENT, AS A REGIONAL SHOPPING CENTRE

1. Our attention has been drawn to a typographical error in condition (10) on page 9 of the letter dated 11 May 1990 announcing the Secretary of State's decision on the above proposals.
2. In line 1, the figure of 11.148 square metres should of course read 11,148 square metres. I apologise for this error and for any inconvenience this may have caused.

Yours faithfully

MS S J BROWN



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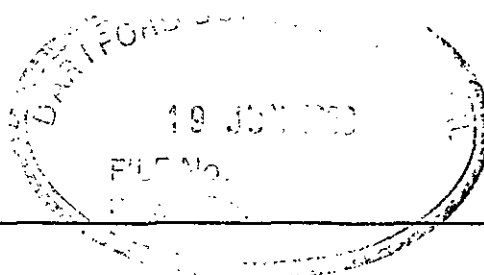
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Your reference

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T/APP/T2215/A/89/116601/P4A

Date 14 JUN 1989



Sir

TOWN AND COUNTRY PLANNING ACT 1971, SECTION 36 AND SCHEDULE 9
APPEAL BY K T SAUNDERS ESQ
APPLICATION NO:- DA/88/0335

1. I have been appointed by the Secretary of State for the Environment to determine the above mentioned appeal. This appeal is against the decision of the Dartford Borough Council to refuse planning permission for a detached bungalow on land adjacent to 100 Hedge Place Road, Horns Cross, Dartford. I have considered the written representations made by you and by the Council. I inspected the site on 1 June 1989.
2. From my inspection of the site and surroundings and the representations made I consider that the principal issue in this case is whether the proposed means of access to the site is likely to give rise to conditions prejudicial to road safety.
3. The Council say that the site is within a predominantly residential area, is of an adequate size to accommodate the proposed bungalow but that the means of access is unsatisfactory. This access is an unmade track between Nos 90 and 92 Hedge Place Road and serves 4 dwellings and 10 garages, is narrow and has inadequate sight lines at the junction with Hedge Place Road: the access is not up to adoption standards nor does it comply with the criteria set out in the Kent County Council Design Guide. In the Council's view the further use of this access arising from this proposal would result in additional and undesirable traffic hazards and could well set a precedent for similar developments on adjoining plots.
4. You say that the access is between 4.0 and 4.4 m in width which is in accordance with the recommendations contained within Design Bulletin No 32. In your opinion to use this access for one additional dwelling, when considered in conjunction with its existing use is unlikely to generate such additional traffic as to increase hazards to other road users.
5. Since the site is within an established residential area I am mindful of the advice contained in Planning Policy Guidance Note 3 in giving consideration to the proposal before me. It is the Government's wish to encourage home ownership and bring it within the reach of as many people as possible and to this end it is important that full and effective use is made of land within existing urban areas and that sites for new housing should be well related in scale and location to existing development.
6. I saw on my inspection that Hedge Place Road is a residential street running out of built up area of Horns Cross to the north west to the open countryside to the

east and appeared to me to be a quiet residential road with limited vehicular movements: the existing access to the appeal site is between Nos 90 and 92 and its width narrows down where it turns to the east and west to serve the existing bungalows and garages. This form of access in my view does not meet today's highway and planning standards that would facilitate development at the back of existing frontage development, but the access does now exist and serves 4 long established bungalows as well as garages. It is I consider important to assess the proposal against the existing conditions on the ground rather than on the basis of creating new development with this form of access.

7. Because of the restricted nature and condition of the access I consider that traffic movements are likely to be low, and at the same time vehicle speeds would not be high: although the sight line at the junction with Hedge Place Road may not be up to today's standards the junction has existed for some time and having regard to the status of the road I do not consider that additional use of this junction by vehicles generated by this proposal would unduly affect existing conditions. The position of the appeal site is such that it is directly at the end of the access from Hedge Place Road where it is at its widest, and thus does not involve additional traffic along the narrower sections running to the east and west, which could give rise to conflict in traffic movement.

8. Whilst I fully appreciate the Council's concern regarding precedent it appears to me that there is little, if any, scope for this type of proposal to be repeated in the locality and clearly the individual merits of this proposal have to be assessed as would any other proposal elsewhere.

9. I conclude therefore that although the access to the site does not meet with today's standards the situation that now exists is such that an exception to those standards can be made, and I do not consider that the extra traffic generated by the erection of the proposed bungalow would be such as to give rise to conditions prejudicial to road safety in the area.

10. The application as submitted shows full details of external finishes, to which no objections have been raised by the Council, and space is available on the site for refuse facilities: any development in front of the bungalow which would interfere with the turning area shown may need permission in its own right. On this basis and having regard to the advice contained in Circular 1/85 I do not consider that conditions dealing with these matters as suggested by the Council are appropriate.

11. I have taken into account all the representations made in respect of this proposal and I conclude that the determining issue is that which I have set out above.

12. For the above reasons, and in exercise of powers transferred to me, I hereby allow this appeal and grant planning permission for a detached bungalow on land adjacent to 100 Hedge Place Road, Horns Cross, Dartford in accordance with the terms of the application (No DA/88/0335) dated 8 April 1988 and the plans submitted therewith, subject to the condition that the development hereby permitted shall be begun before the expiration of 5 years from the date of this letter.

13. This letter does not convey any approval or consent which may be required under any enactment, byelaw, order or regulation other than Section 23 of the Town and Country Planning Act 1971.

I am Sir
Your obedient Servant

John B Newton FRICS

JOHN B NEWTON FRICS
Inspector



From the Regional Controller
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SE2/5062/182/1
SE2/5062/219/15
RSE/5062/35/1/012

// May 1990

Gentlemen

TOWN AND COUNTRY PLANNING ACT 1971
PLANNING APPLICATIONS NOS DA/86/0391 OUT AND DA/88/0336 OUT
BY BLUE WATER PARK PLC TO DEVELOP WESTERN QUARRY AND
ADJACENT LAND AT DARTFORD, KENT, AS A REGIONAL SHOPPING CENTRE

1. I am directed by the Secretary of State for the Environment to say that consideration has been given to the report of the Inspector Mr K G Smith B.Sc (Hons) MRTPI who held an inquiry into applications made by Blue Water Park PLC for planning permission to develop a regional shopping centre with recreational and leisure facilities and associated access roads including alterations to the existing highway network and 10,000 car parking spaces on land at Western Quarry and adjacent land at Dartford, Kent. The applications were made to Kent County Council. The Secretary of State has directed in pursuance of section 35 of the Town and Country Planning Act 1971 that the applications be referred to him for decision instead of being dealt with by the planning authority. It is noted that the first application, called in for decision by a letter of 21 October 1987, was withdrawn at the inquiry and the Secretary of State proposes to take no further action in respect of that application.

2. Concurrently with the inquiry, the Inspector also held an inquiry into objections to the Stopping Up of Highways (County of Kent) (No.) Order 19 , made under section 209 of the Town and Country Planning Act 1971.

3. The Inspector, whose conclusions were reproduced in an Annex attached to the Department's letter of 14 December 1989, recommended that planning permission be refused and that the section 209 Order be not confirmed. A copy of his full report was enclosed with that letter.

4. The Department's letter of 14 December 1989 sets out the Secretary of State's reasons for proposing to disagree with the Inspector's recommendation to refuse planning permission. In particular it draws attention to the Secretary of State's proposal, published on 14 December 1989, to further modify Policy MGB3 of the submitted Alterations to the Kent Structure Plan, to enable the boundaries of the Green Belt in North West Kent to be revised to allow for a regional shopping centre. A copy of the proposed modification was enclosed together with a copy of the accompanying Statement of Reasons.

5. On the overall balance of the arguments for and against the application, and given the proposed further modification to Policy MGB3 in the Kent Structure Plan Alterations, the Secretary of State was minded to grant planning permission with conditions for a regional shopping centre at the application site. However, before coming to a decision he invited the parties to the called-in application to consider the new evidence comprised in the proposed Structure Plan modification and to comment on this modification as it affected the representations made concerning the development proposed for the application site.

6. All the representations received in response to the invitation in the Department's letter of 14 December 1989 have been carefully considered. The main points raised appear to the Secretary of State to be as follows. Messrs Montagu Evans, on behalf of their clients Blue Water Park plc, say the proposed modification means that the principal reservation raised by the Inspector, which in his view was sufficient to withhold the grant of permission for the proposed development, has been removed. Dartford Borough Council reaffirm their strong support for the proposal, stating that it would not materially conflict with Green Belt objectives, given the form and appearance of the application site and limited prospects for its restoration. They add that the proposals raise no significant negative impacts and indeed would bring considerable benefits to the sub-region. Kent County Council also continue to support the proposal; their view is that this prestigious development would contribute to their strategy for the revitalisation of North West Kent and the East Thames corridor generally by the creation of many new jobs and enhancing economic prosperity, facilitating early construction of Stage 1B of the Thames-side Industrial Route.

7. Gravesham Borough Council contend that the Secretary of State has not had sufficient strategic guidance on the issues raised by the proposal and should therefore re-open the Examination in Public to advise him on the specific question of the need for a regional shopping centre in North West Kent and whether this need was sufficient to justify the release of a Green Belt site. They argue that the exceptional circumstances for a new freestanding centre, required by now Policy RD4, proposed by the Secretary of State as a modification to the Structure Plan Alterations, have not been shown; nor has it been shown how the development would complement existing town centres. They also comment that the slow down in retail expenditure and cost pressures facing retailers mean that the 18% impact on Gravesend found by the Inspector will now have a significant effect on the vitality and viability of the town centre.

8. The London Borough of Bexley also suggest that the Examination in Public should be re-opened. They consider that the issues of the Blue Water Park application and the Secretary of State's proposed further modification to Policy MGB3 should not be looked at separately. They point to the Inspector's conclusion that the Western Quarry site has an important Green Belt role and argue that to do other than refuse consent the

Secretary of State would need a strategic context from the Examination in Public into the Structure Plan Alterations. They comment that the Examination in Public did not consider the need and strategic justification for a regional shopping centre in North West Kent, whether there was a need which would justify overriding the Green Belt, and the role and function of the Green Belt at Western Quarry. In their view the Secretary of State has not adequately justified his further proposed modification of Policy MGB3, and the strategic context in which to consider the Blue Water Park application has not been properly established. In view of this the Council consider that it would be premature to make any decision now on the Blue Water Park application and that it should be deferred until the strategic issues have been resolved through the Structure Plan process. Together with a number of other objectors, they have commented that the Secretary of State has disregarded the advice in PPG6 that major out-of-town developments have no place in the Green Belt.

9. Messrs G L Hearn and Partners, who represent Clayform Properties Ltd, maintain that while Bexleyheath Town Centre is performing well at present, it is very vulnerable to competition and has not yet fulfilled the role identified for it in the Greater London Development Plan. They calculate the existing comparison shopping sales area in Bexleyheath Town Centre as 185,000 square feet rather than the 286,000 sq ft referred to by the Inspector. Thus the turnover of Bexleyheath Town Centre had been overestimated while the impact on the Town Centre of out-of-town proposals had been underestimated. They argue that there is not the capacity in the area to support both Bexleyheath's development proposals and Blue Water Park, and that the effect of Blue Water Park on nearby town centres could be substantially greater than predicted at the inquiry. They further argue that any qualitative shopping need can be met by proposed schemes and improvements in Bexleyheath and does not justify the release of the Blue Water Park site from the Green Belt. Norwich Union Real Estate Managers Ltd also argue that to grant planning permission for the proposals would be detrimental to Bexleyheath Town Centre, with the loss of investment, jobs and amenity value.

10. Representations have also been received from two Parish Councils. Stone Parish Council object to the proposal to remove land from the Green Belt to allow for the development of Blue Water Park. They take the view that insufficient consideration has been given to the effect that such a development will have on local shopping facilities. Southfleet Parish Council are not opposed to the concept of Blue Water Park, but urge the Secretary of State to ensure that an adequate and clearly defined highway infrastructure is in place by the time the development is operational.

11. The London Green Belt Council maintain that the proposed scheme will add to the over-development and overloading of facilities and infrastructure and to the congestion brought about by economic expansion in the South East, even before the consequences of the Channel Tunnel arrive. They say that it will be a most unfortunate outlook for the Metropolitan Green Belt if these proposals, inevitably generating substantial additional pressures for development, are allowed.

12. The Bean Residents' Association request that the inquiry be re-opened to deal with a number of highway matters, in particular to deal with that part of the application concerning Bean Interchange. Alternatively they urge that the Bean Interchange proposals should be included at the TIR Stage 1 Inquiry. As another alternative they consider that new highway details should be submitted at an inquiry to meet the new situation caused by the announcement that the A2 from the M25 to the B262 is to be dual four lanes, which is in conflict with the drawings submitted with the outline application and could involve the demolition of properties at Bean.

13. The North Kent Wildlife Preservation Society object to the removal of land from the Green Belt where previous mineral extractions have taken place. Planning permissions for extraction within the Green Belt were granted on condition that the sites were restored to a use consistent with their Green Belt designation. The Society also consider that there is a lack of need for a regional shopping centre in the area. The residents of Darenth Road also strongly object to the removal of the site from the Green Belt and other local residents question the need for the development.

14. Representations from the Rt Hon Edward Heath MBE, MP, Cyril Townsend MP and David Evennett MP, against the Blue Water Park proposals, and from Robert Dunn MP fully supporting the proposed development, have also been received.

15. The Secretary of State has given careful consideration to all the matters raised in these representations together with the matters covered by the Inspector's Report.

16. The Secretary of State has today approved the Kent Structure Plan Alterations. In approving the Alterations he has modified Policy MGB3, as indicated in his further proposed modifications, to enable revision of the Green Belt boundaries in North West Kent to allow for a regional shopping centre. The reasons for this decision are given in the enclosed copy of the Secretary of State's Notice of Approval. As stated in that Notice the Secretary of State is satisfied that there has been adequate consideration of the strategic context for the Policy MGB3 modification and does not consider that it is necessary to re-open the EiP to advise him further on this matter. The Secretary of State has considered the application in the context of Policy MGB3, as approved with modifications.

17. On the Green Belt issue the Inspector concluded that "I am satisfied that, despite the difference in levels around much of Western Quarry, the land serves important green belt functions and, unless a strategic decision is taken in the approval of the Structure Plan Review to review boundaries in the Dartford area, it will continue to do so." As indicated above, the strategic decision referred to by the Inspector has been taken and Policy MGB3 as approved enables the review of Green Belt boundaries to accommodate a regional shopping centre. In accordance with Policy MGB3 the emerging Dartford Local Plan proposes to delete the Quarry from the Green Belt for a regional shopping centre.

Whilst this local plan is still at a relatively early stage of the statutory process the Secretary of State considers that it represents the appropriate planning policy on the Green Belt status of the application site and that in these circumstances more weight should be attached to the emerging plan than to the existing local plan on this issue. Consequently he considers that the restrictive policies which normally apply to Green Belt land should not be applied to the application site and that there are no Green Belt considerations which would justify refusing permission for the proposal.

18. Policy MGB3 does not specifically identify the land at Western Quarry as the location for a regional shopping centre, and some representations have stressed the need for an assessment of alternative sites outside and within the Green Belt. The Secretary of State considers that, given that the Green Belt objection to the proposal has been effectively removed and given that on the evidence before him he is satisfied that the application site is an acceptable location for a regional shopping centre, he does not need to consider the availability of alternative sites. However insofar as the matter is relevant to the application the Secretary of State notes the Inspector's conclusion that it is highly likely that no other site exists which would be subject to less planning objection than Western Quarry for a new freestanding centre. While the Secretary of State does not regard this as a definitive judgement on all possible sites for a freestanding regional centre, he is satisfied that there is no evidence before him to suggest that a regional shopping centre would be better located elsewhere.

19. The Secretary of State has noted the representations disagreeing with the Inspector's conclusions with regard to retail need and the impact of the proposed development on existing centres. On the question of need it is contended by G L Hearn and Partners that the qualitative deficiency found by the Inspector could be satisfied by new developments at Bexleyheath and improvements to other centres. However it appears to the Secretary of State that the Inspector took full account of the developments proposed in Bexleyheath, and of the contribution from other town centres and from other regional centres, before reaching his conclusion that these would fall short of the convenience, accessibility, range and quality of provision which would be likely to be achieved by Blue Water Park. The Secretary of State has considered the representations carefully but has found nothing to seriously challenge the Inspector's conclusion that a qualitative deficiency has been identified in the A2 Corridor in North Kent, which could not satisfactorily be met by improvements to existing centres in the locality or by new regional centres at Lakeside and Royal Docks north of the Thames.

20. Regarding the impact of the Blue Water Park Scheme, the Secretary of State notes the concern expressed that the Inspector had underestimated the effect of the development on existing town centres, in particular Gravesend and Bexleyheath, especially in the context of the recent slowing down in retail expenditure. The Inspector commented that the retail picture for Gravesend was an improving situation which would be slowed down by the development of Blue Water Park, but not arrested, while in Bexleyheath it would do no more than reduce by a limited amount the growth potential of this centre. A general slowing down in retail expenditure might mean that the impact on these town centres could have a greater effect than allowed by the Inspector. However the Secretary of State finds no evidence that the effect would be such as to raise serious questions about the future of either Gravesend or Bexleyheath Town Centres. Having considered the representations the Secretary of State is satisfied that there is no new factor which significantly affects or invalidates the Inspector's conclusion that there would be no undue or unacceptable harm to the viability and vitality of existing town centres as a whole from the proposed development.

21. Gravesham Borough Council referred to the need to satisfy new Policy RD4 in the Structure Plan. Like the proposed Policy RD5 which it replaces, new Policy RD4 expects developments dealing with comparison goods to be normally accommodated in town centres. However, although the Secretary of State has removed the specific policy provision for a regional shopping centre which was proposed in Policy RD5, the new Policy RD4 still allows for such developments in very exceptional circumstances, where they complement existing town centres. The Secretary of State does not agree with Gravesham Borough Council that this requires new freestanding developments to benefit existing town centres; rather that the benefits should be to shoppers in the area, through improved accessibility and a better quality and range of facilities and services than is available in existing centres, which the Inspector found Blue Water Park would provide.

22. On the question of exceptional circumstances the Secretary of State notes the significant contribution that the development would make to the growth and economic prospects of the area, in support of the County Council's strategy which he has approved and the Government's policy of revitalising the less prosperous eastern part of the South East Region. He further notes the evident improvement in shopping facilities which would both meet an identified retail need and improve the general perception of the area. The Inspector concluded that the combined factors in support of Blue Water Park were "truly considerable" and the Secretary of State concurs with this conclusion. In his opinion the factors in favour of the proposal add up to the very exceptional circumstances required by Policy RD4.

23. The Secretary of State has considered representations concerning the implications of the proposed development for traffic generation and the improvements to the highway infrastructure but he has found nothing to undermine the

Inspector's conclusion that the cooperation between the applicant and the Highway Authorities has produced a scheme that would cater more than adequately for the extra traffic. In addition the Secretary of State considers that conditions should be imposed to ensure that no construction works can take place until planning permission has been granted for the construction of Stage 1B of the Thames-side Industrial Route, and to prevent trading taking place before certain specified highway works have been confirmed.

24. The Secretary of State has also had regard to the implications of the development for chalk reserves and for any proposals and requirements for the restoration of adjacent chalk quarries. He accepts the Inspector's conclusion that Blue Water Park would not sterilise any appreciable quantity of workable chalk reserves. He also accepts that the development would have no effect on the restoration proposals for Eastern Quarry.

25. All other matters have been taken into account. For the reasons given above, the Secretary of State does not accept the Inspector's recommendation that planning permission be refused and hereby grants outline planning permission to develop land at Western Quarry and adjacent land at Dartford, Kent, as a regional shopping centre with recreational and leisure facilities and associated access roads including alterations to the existing highway network, and 10,000 car parking spaces, in accordance with application No. DA/88/0336/OUT dated 21 April 1988 and in accordance with documents BWPl/2-25, subject to the following conditions:-

- (1) Approval of the details of the siting, design and external appearance of the buildings, the means of access thereto and the landscaping of the site (hereinafter called the "reserved matters") shall be obtained from the local planning authority.
- (2) The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.
- (3) Before the commencement of any construction works a Master Plan which generally accords with Illustrative Drawing Nos. BWP 1/5, BWP 1/6 and BWP 1/7 shall be submitted to and approved by the local planning authority. Provision shall include:
 - (i) covered shopping malls, department stores, variety and small stores, shop units, restaurants, food court, shopper and community facilities;
 - (ii) a variety of leisure facilities including separate water areas for boating, casual water activities (including activities appropriate for children) with areas for informal open space identified separately;

- (iii) access roads and highway improvements, pedestrian routes, coach and car parking areas and a bus terminal;
- (iv) a scheme of landscaping for the whole site, including highways;
- (v) details relating to the siting, design and external appearance of the proposed buildings;
- (vi) siting and design of all public areas

and the development hereby permitted shall be carried out in its entirety in accordance with the Master Plan as approved.

- (4) The areas required to be identified for informal open space pursuant to Condition 3(ii) shall be kept available for such use and excluded from any built development curtilages following approval of the Master Plan, and no permanent development, whether permitted by the Town and Country Planning General Development Order 1988 or any order revoking or re-enacting that Order, or not, shall be carried out on the land so shown without the prior approval of the local planning authority.
- (5) Concurrently with the details submitted pursuant to Condition 3(iv), (v) and (vi), details of materials to be used and structures (other than buildings) including footpaths, walls, railings, fences, vehicle parking areas and other hardened surfaces and hard areas and colour schemes, shall be submitted and approved by the local planning authority.
- (6) Details of any areas for open storage of goods and materials shall be submitted and approved by the local planning authority pursuant to Condition (3). No open storage shall take place elsewhere upon the site otherwise than with the prior approval of the local planning authority.
- (7) The gross lettable retail floorspace of the Retail Centre (excluding the retail warehousing and garden centre) hereby permitted shall not exceed 118,450 square metres.
- (8) The gross retail floorspace of the retail warehousing shall not exceed 20,910 square metres, there shall be a maximum of 4 trading units, and no goods shall be sold from the retail warehouses other than DIY/home improvement products, white goods, furniture/carpets, garden and associated products, motor parts and accessories, and ancillary confectionery and food for consumption on the premises.
- (9) The development hereby permitted shall include a minimum gross floorspace devoted to recreation and leisure uses of 11,613 square metres.

- (10) No more than 11,148 square metres gross floorspace in the development hereby permitted shall be used for the sale of food and convenience goods (as defined by URPI) provided that:
- (a) there shall be only one retail unit whether in a specialist foodstore or not within which more than 1,500 square metres (net sales floorspace) may be used for the sale of such goods; and
 - (b) within that unit the net sales floorspace used for the sale of such goods shall not exceed 2,325 square metres.
- (11) The area devoted to the garden centre shall not exceed 1.45 hectares within which the gross retail floorspace (excluding non-covered display areas) shall not exceed 1860 square metres.
- (12) There shall be no retail trade from the development hereby permitted until the leisure/recreation facilities required to be provided by Conditions (3) and (9) are fully operational and open to the public.
- (13) (a) No development shall take place until there has been submitted to and approved by the local planning authority a scheme of landscaping which shall include provision for:
- (i) the retention of existing trees and shrubs, where appropriate, and measures to protect these from damage during construction operations;
 - (ii) additional planting to be carried out within the site, including access roads and alongside other highways and highway improvements;
 - (iii) the species, number and spacing of all planting works;
 - (iv) earth modelling;
 - (v) treatment of the chalk faces and any unworked chalk margins, including the method of preventing them from degrading;
 - (vi) treatment of the margins of the water areas in relation to adjacent parts of the site and such treatment shall include adequate provision for public safety;
 - (vii) treatment of redundant sections of highway;
 - (viii) a timetable within which the scheme will be carried out.

- (b) Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless the local planning authority gives written consent to any variation.
- (14) No construction works for the development hereby permitted shall be undertaken until planning permission shall have been granted for the construction of Stage 1B of the Thames-side Industrial Route, between the Dartford International Ferry Terminal roundabout and the junction of A226 and Station Road, Greenhithe.
- (15) No trading shall take place from the site until the following highways works have been completed and are open for traffic:
- (a) improvements to the B255 (Bean Road) and its junctions with the A2, A296 and A226 as shown on drawing number ADA/275/14i in Core Document C59;
- (b) the construction of an additional lane on the A2 between the Watling Street merge and Pepperhill diverge.
- (16) The details submitted and to be approved by the local planning authority pursuant to Condition (3)(iii) shall show a layout scheme for the parking, manouevering and circulation of all vehicles in accordance with the Kent County Council Vehicle Parking Standards; such details shall also show the location of parking areas for vehicles used on the site during the construction period. These arrangements shall be provided before any part of the development to which such areas relate is first used.
- (17) The details submitted and to be approved by the local planning authority in pursuance of Condition (3)(iii) shall provide for footpath/cycling links into the quarry from the existing and proposed highway network.
- (18) Before any construction works take place facilities shall be provided as may be agreed with the local planning authority, after consultation with the local highway authority, to prevent deposition of extraneous matter on the public highway.
- (19) A scheme of directional signs and warnings for the circulation of pedestrians and vehicles within the quarry shall be submitted to and approved by the local planning authority and such signs/warnings shall be provided before any part of the development hereby permitted is opened for trading.

- (20) The details submitted and to be approved by the local planning authority pursuant to Condition (3)(iii) shall include detailed plans of the proposed highway works, including levels, sections and details of any required structures.
- (21) Measures to ensure that the emergency access onto St James Lane is not used other than by vehicles of the police, fire brigade or ambulance services shall be submitted to and approved by the local planning authority.
- (22) Before any works hereby permitted are commenced, details of all drainage, both foul and surface water, connected with the development and measures to control and monitor ground water levels and quality in the quarry shall be submitted with supporting calculations and approved by the local planning authority.
- (23) The base level of the development of the floor of the quarry and details of any land stabilisation works to be undertaken shall be submitted to and approved by the local planning authority.
- (24) Details of the materials used for any necessary raising of ground levels on the quarry floor shall be submitted to and approved by the local planning authority.
- (25) During the construction of the development and access roads, reasonable provision shall be made for appropriate archaeological observations and excavations requested by archaeology groups approved by the local planning authority.
- (26) Details of the type and location of plant, machinery and all other sources of noise, air, ground or water pollution, including road traffic noise, whether part of the finished development or present only during its construction, together with details of the hours of their operation or when they occur and a scheme of appropriate measures of control to limit and where possible prevent such noise and pollution, shall be submitted to and approved by the local planning authority.
- (27) Details of all sources of lighting and illumination proposed to illuminate areas external to buildings forming part of the development shall be submitted to and approved by the local planning authority.

26. Attention is drawn to the fact that an applicant for any consent, agreement or approval required by a condition of this consent has a statutory right of appeal to the Secretary of State if consent, agreement or approval is refused, or granted conditionally or if the authority fail to give notice of their decision within the prescribed period.

27. This letter does not convey any approval or consent required under the Act.

28. Separate letters dealing with the Stopping Up of Highways (County of Kent) (No.) Order 19 , made under section 209 of the Town and Country Planning Act 1971 and the applications for costs which were made by Gravesham and Bexley Borough Councils shall be sent in due course.

29. Copies of this letter have been sent to all the parties appearing at the inquiry and those who submitted representations.

I am Gentlemen
Your obedient Servant

A handwritten signature in dark ink, appearing to be 'N. A. L. L.', written over a horizontal line. The signature is stylized and cursive.

Joint Regional Controller (Planning)

CONCLUSIONS

Introduction

77.1 I deal firstly with the two planning applications which were called in for decision by the Secretary of State for the Environment and then turn to the S209 Highway Order, with my recommendation in each case at the end of the report. In these conclusions the paragraph references in brackets relate to the sources of the material relied upon.

PLANNING APPLICATIONS

Introduction

78.1 By reason of the evidence before me, the representations and submissions made and my inspection of the site, its surroundings and a number of other existing and future shopping locations, I am satisfied that the main considerations before me are largely as identified in the Secretary of State's call-in letters. In essence they comprise issues concerning green belt, shopping need and impact, traffic, effects on residents and the surroundings, planning benefits and minerals, all against the background of policy from a number of sources. I reach conclusions on the issues and then use these as the basis for my overall conclusion.

78.2 One of the two applications called in for decision was withdrawn at the inquiry (2.1). The remaining application before the Secretary of State is for a 1.625 million sq ft (150,964sq m) sub-regional shopping centre which for ease of reference during the inquiry was called a regional shopping centre. The proposed centre at Western Quarry includes car parking and 125,000sq ft (11,613sq m) of covered leisure areas plus external leisure facilities, together with access proposals within the application site, both near to and at some distance from the quarry. All plans are, with the exception of the site plan and the access details, for illustration purposes only. In addition to the proposals within the application site the applicant proposes to fund off-site highway works in two locations (6.1).

78.3 No account has been taken in these conclusions of any changes in policy or economic circumstances which might have occurred since the end of the inquiry.

78.4 The proposal has been widely publicised (18.1,18.2). I am mindful of the objections to this development from a number of sources, including nearby Planning Authorities, LPAC and residents, and the representations in support, from bodies such as the Dartford Chamber of Commerce and the Swanscombe and Greenhithe Town Council (34.1, 36.1, 56.1, 59.1, 73.1, 74.17, 75.2, 75.7/75.8, 76.5-76.8).

Green Belt

79.1 The application site has been in the Metropolitan Green Belt since 1958 (7.5). Both the County and the District Planning Authority support the application and consider that the green belt should be amended in this area to exclude Western Quarry; also provision has been made in the Structure Plan Review for a review of green belt boundaries (policy MGB3) in Local Plans, mainly at Dartford, and the draft Dartford Local Plan proposes the deletion of Western Quarry from the belt (7.15, 7.16, 49.1, 56.1). Furthermore both Plans are part way through the procedures identified in C22/84 paragraph 1.12 and must be accorded the appropriate weight. While the above matters are material

considerations of some importance to this application, the question of alterations to the green belt is not before me, it is a matter for the Secretary of State in his consideration of the Structure Plan Review following the EIP in 1988 and then, subject to his conclusion, it would be for the local planning authority to define the precise boundaries before adoption of the Dartford Local Plan. My task is to decide whether to recommend that an exception should be allowed to established green belt policy.

79.2 This case is unusual in that the Secretary of State will be considering the report of the Panel for the Structure Plan Review EIP at about the same time as this report; no doubt if the Review policy MGB3 is to remain in the Plan unmodified, that will be a factor in the decision which is made on this application. For my part I make no assumptions as to the approval of the Review policies.

79.3 I accept that the green belt in North Kent was drawn tightly some 30 years ago to include mineral sites, unlike the green belt defined in Essex (10.1, 10.3, 10.5, 49.2), and that 30 years is a considerable period of time. Land has been deleted from the belt for development purposes (10.2, 49.2). Also since 1958 the concept has been recognised of excluding from the belt land which will be needed for future development. Nevertheless the essential characteristic of green belts is their permanence and while these circumstances may go some way towards explaining the pressure on the green belt in North Kent they do not serve in themselves as a reason to allow development within the belt.

79.4 There is no challenge to the fact that by reason of the location of the site in the green belt there is a strong presumption against the construction of new buildings, in accordance with the policy advice in PPG2 and the approved Structure Plan policy MGB2 (7.6). Furthermore PPG6 includes the oft quoted statement that proposals for major out-of-town developments "have no place in the Green Belt" and while I accept the argument that this does not amount to a complete prohibition in every conceivable circumstance, it does amount to a clear definition of the scale of the task required of the applicant to show whether there are very special circumstances in this case sufficient to outweigh the green belt policy constraint.

79.5 I consider that the starting point for the assessment of the special circumstances is the case made by the applicant and the Kent and Dartford Councils that, although the land is green belt, the quarry has no green belt role and its development would not prejudice the objectives and functions of the belt.

79.6 In addition to the green belt functions in PPG2 the particular Kent functions are set out in the Structure Plan and the Structure Plan Review (7.15). In my opinion the functions of most significance for Western Quarry are those concerning the protection of the countryside and the separation of towns and settlements.

79.7 As to the first of these, the protection of the countryside, the landscape quality is not at issue. It is clearly Central Government policy that land in green belts should not be developed merely because it has deteriorated or become derelict (60.10) and PPG2 confirms that the quality of the rural landscape is not a material factor in their continued protection. I have no doubt that it is the openness of the belt and its check on development which are of importance.

79.8 I do not accept that the encroachment has taken place already as a result of the mineral working at the site or that the site cannot be considered as countryside. The true test derives not from an examination of

the site in its present condition as a working quarry but from the site as it would be restored under the terms of the scheme which has been agreed in principle with the County Council, for low-level restoration (9.5). In this scheme the quarry floor would have fields, trees and lakes. Furthermore it is clear to me from an examination of the existing quarry walls that the initially stark cliff faces mellow and darken in colour over a long period of time and they gain a degree of vegetation cover, more on some faces than others, depending on aspect (9.13).

79.9 I acknowledge that there is no scheme for restoration of the quarry at the level of the surrounding land and it is likely that any proposal for infilling could be fraught with problems of an immense scale (31.3). However I do not share the opinion that the "carpeting" of the quarry floor would not amount to restoration. I am satisfied that in time the disused quarry would regain a rural and open appearance. The quarry cliff faces are described by one witness as being as high as a 15 storey building and this is so at their highest part but clearly other sections are lower and the main viewpoint for the highest parts is at some distance. Moreover the enormous scale of the site (80ha or 198ac Appx1 para1.2; 8.1, 9.14, 11.17) would allow the former quarry floor to be seen as a large open rural area, albeit bounded for the most part by walls. The restored land would be open to view to the users of Bean Road (5.2, 11.1, 11.2, 60.22) and while it cannot be disputed that the role of Western Quarry in the green belt would have been more pronounced if ground levels had been the same as those adjacent I have no doubt that retention of this open land would fulfil the valuable green belt function of safeguarding the countryside from further encroachment.

79.10 Turning to the other green belt function which I consider of particular relevance in this case, the merging of settlements, the claim is made that the area between Dartford and Swanscombe cannot be seen as an entity and that for land to be important to this green belt function it must be part of an open break between settlements which is visible from the highways that link the two or be part of an open break between two settlements which are visible one from the other. I am not convinced by these arguments, which attempt to constrain artificially the perspective of the belt. The land to the north of the A2 is undoubtedly more urban in character than that to the south but that does not weaken the value of open spaces which invade and separate the settlements; rather the opposite. It is self evident that the belt is not so much appreciated by the public in plan form or from the air as by those on the ground, from their homes and when travelling throughout the area, but that is not to say that development within a gap would be acceptable merely because from some locations it would not be prominent.

79.11 Western Quarry lies in the gap between Dartford/Stone to the west and the settlements of Swanscombe/Knockhall and Gravesend/Northfleet to the east. I accept that the realignment of Cobham Terrace away from the housing would extend the countryside experience for road users but I do not find this a convincing argument for the release of nearby green belt land. Also I acknowledge that there are proposals to add land to the belt (10.13, 49.20, 49.21) but I am not persuaded by this or by the argument that the separation occurs in the Mounts Road/Cobham Terrace locality, inferring that Western Quarry is of little value in this respect. I have no doubt that this open quarry floor, in its present condition and more so after implementation of a scheme for low-level restoration, performs an important role in the separation of settlements. I consider that the narrow gap between the smaller settlements in the Gravesend/Dartford area (11.12, 60.24) would be particularly sensitive to inappropriate development, views from Bean Road to the regional shopping centre would be extensive (9.12) and I have no doubt that the development would constitute a major encroachment into the gap.

79.12 In summary on the green belt question I am satisfied that, despite the difference in levels around much of Western Quarry, the land serves important green belt functions and, unless a strategic decision is taken in the approval of the Structure Plan Review to review boundaries in the Dartford area, it will continue to do so. There can be no dispute that BWP would secure the positive restoration and re-use of a very large mineral excavation, and no doubt high standards of design and landscaping would be achieved, but this would be for an inappropriate use in the green belt, unlike the restoration to a rural landscape which would be likely to occur in the absence of this application. The proposed development conflicts with green belt policy and it would result in an urban intrusion into the countryside on a massive scale and a significant reduction in the width of the belt, plainly apparent "on the ground" and on plan.

79.13 Lest it might be thought that any planning permission in this case would create a precedent for the development of Eastern Quarry, I acknowledge that the two quarries bear little resemblance in landscape terms. Eastern Quarry is much the larger of the two and it is being restored to create rolling countryside at the same level as the surroundings (12.1).

Economic Considerations

80.1 A significant level of policy support exists for Blue Water Park. The Government seeks to revitalise the less prosperous eastern part of the SE region (7.1) and it endorses the 3 major strategic objectives identified by SERPLAN for the region's development, which include fostering economic growth. The SERPLAN subgroup report on Development Potential in the Eastern Thames Corridor identified a number of factors as constraints upon revitalisation. These include poor image and developer perception of the ETC, lack of investment in the Corridor and the need to improve access to the A2/M2 route, including the provision of the Thames-side Industrial Route (13.1, 13.2, 13.3, 61.2). Highway matters will be referred to later in these conclusions.

80.2 The site lies within an Economic Priority Area (7.10). While problems of land supply for development are relevant to the economic performance of the Corridor, the July 1988 report of SERPLAN concludes that a significant part of the development potential has been released (61.5), there is a total of 1,600ha (3,954ac) of land for development in addition to Docklands, of which about one third is available, and there is some 220ha (544ac) of land allocated for employment generating uses in Bexley, Gravesham and Dartford (13.2, 61.11); despite fears of constraints on its release I find no convincing evidence of a shortage of land in North Kent for development which would provide employment.

80.3 Be that as it may, the applicant carried out a site appraisal study to identify sites for a regional shopping centre; the Councils of Bexley and Gravesham are unable to point to any better site in the A2 corridor in North Kent for a regional shopping centre than Western Quarry (15.7), a factor which undermines arguments that full use should be made of older urban areas. While there may not be a shortage of high profile development schemes and sites in Kent (61.3, 61.12), a regional shopping centre would be likely to be advertised widely to all sectors of the population and I am convinced that its development in North Kent would be a powerful force in boosting both the image of the area and the developer perception of investment opportunities. Thus while I am satisfied that the economy of the sub-region is improving, with falling unemployment and rising employment (61.5, 61.8, 61.10, 61.17), the policy in PPG9 is extant, the imbalance between the east and west of the

region has not been redressed, a considerable disparity of rates remains (27.5) and Blue Water Park, even with Lakeside and Royal Docks not far away to the north of the Thames, would give added force to the process of change.

80.4 The Kent Impact Study recognised a powerful strategic logic in a policy of designating the Dartford/Gravesham area as a leading growth centre (37.6, 13.4) and the Structure Plan Review policy S1 confirms the emphasis to be placed on the opportunities for Kent arising from the M25 being realised at Dartford, particularly to the north and east of the town, albeit that this support is subject to the statement "without detriment to the functions of the green belt" (7.11). In this context I am mindful of the 23 March 1984 letter to SERPLAN from the Secretary of State which states that the general presumption against development in the green belt is not affected by the M25 and there should continue to be the strongest restraint on development there. Furthermore in the North Dartford appeal decision in May 1988 the Inspector concluded that KCC had misunderstood the Secretary of State's guidance to SERPLAN on green belt matters and the M25, the Secretary of State accepted this conclusion and confirmed that those proposals were in conflict with the guidance (60.34).

80.5 The proposal would be located in an area of relatively high unemployment and serve a wider area of high and rising affluence (21.11-21.13, 39.1, 39.4). The applicant's assessment of a net gain of 4,136 additional jobs created by Blue Water Park in the local labour market, plus some 8,600-8,800 person years of employment in the construction phase plus unspecified spin-off/service employment (27.12) has not been seriously challenged. It is disputed by LPAC but without any quantification or supporting evidence (Doc Cl02 E2 p5.16-5.22). By way of illustration the G&B figure for trade draw from Bexleyheath, as distinct from the BWP analysis figure, would make only about 40 jobs difference at that centre (61.23). The suggestion from K&D is that the employment would in fact be much higher because of additional employment at Blue Water Park (39.3).

80.6 Some of the construction jobs would be provided in any event at a later date when TIR 1b is constructed and BWP concedes that most of the construction employment would be taken by those from outside the local economy (27.7, 61.21). Despite doubts as to the accuracy of the employment figures, and while I accept that there would be a lower net gain if one considered the whole of the BWP catchment (27.13), I have no doubt that the net job gains for the local area would be in the order of several thousand.

Retail Policy

81.1 Approved Structure Plan policy requires justification for shopping development over 2,000sq m and it includes a presumption in favour of existing or planned town or district centres (7.7); the Plan does not address the question of a regional shopping centre. The Structure Plan Review provides in policy RD5a for a "regional centre in N W Kent, well related to the M25 and not in conflict with green belt or countryside conservation objectives"; policy RD1 sets out the criteria for the consideration of proposals for more than 2,000sq m (7.14). Policy RD5a is translated by the draft Borough of Dartford Local Plan into a site at Western Quarry for a regional shopping centre (7.16).

81.2 The LPAC advice, which relates more specifically to London rather than Kent, includes a general presumption against any new strategic shopping centres in London or the M25 corridor (7.4); the criteria in the LPAC policy advice which require that a strategic centre is the only alternative to meeting a demonstrable quantitative or qualitative need, that the vitality and

viability of existing strategic and other town centres of acknowledged importance are unaffected, and that the potential for the regeneration and environmental improvement of such centres in Inner and East London is unaffected, appear to me to be far more stringent than the Secretary of State's policy stance.

81.3 The SERPLAN study found there were three areas with qualitative deficiencies in strategic shopping provision: the A2 corridor in North Kent, the A10/M11 and the A12/A13 corridors. East London was identified as an area needing higher quality shopping. The report concluded that the deficiencies in these areas taken together might be remedied by the expansion of existing centres, the development of a new centre or a combination of both: it is a matter for the local planning authorities to decide (7.3, 14.4, 63.10). This advice was not changed in the light of the Lakeside and Royal Docks developments; clearly SERPLAN does not see those two schemes as meeting qualitative needs south of the river.

81.4 While the mechanism for the decision by the local planning authorities is not outlined, and one can only presume that it would be intended to be via the Structure Plan and Local Plan processes such that a broader view could be established than that from the County and District Authorities responding to a planning application, the decision in this case by the Kent and Dartford Councils is clear from their active support at the inquiry for Blue Water Park.

81.5 I am mindful that the SERPLAN policy advice, which reiterates the strong presumption against development in the green belt, achieves a significant level of endorsement from the Secretary of State in PPG9, albeit not specifically in relation to the need for a regional shopping centre in the A2 corridor in North Kent.

81.6 Retail policy matters specifically concerning Bexleyheath and Gravesend are dealt with later in these conclusions.

Quantitative Retail Need

82.1 I deal with questions of need first, rather than impact, because this serves to illustrate the background to the impact cases. In relation to both need and impact the parties at the inquiry agreed that if Hewitt's Farm and Blue Water Park were to gain planning permission only one would be developed (23.19). No claim is made by BWP of quantitative or qualitative need for convenience shopping (65.1, 22.35); the applicant's argument for convenience floorspace at Blue Water Park is that it would be required to provide the full range of retail facilities for a regional shopping centre.

82.2 The SERPLAN conclusion that there is no area in the region with a serious quantitative deficiency in strategic shopping provision is not supported with published and up to date calculations (14.2, 63.7). On the face of it, and in the simplest terms, the question of quantitative retail need is analysed by an examination of changes in expenditure and turnover. However the problem is complicated by whether one should take across the board figures or build up the picture on a centre by centre basis, for the whole study area, the study area south of the Thames or the Kent sector. More than one method was used and despite agreement on a significant part of the background retail information (21.2) there are substantial differences between the main parties on this subject.

82.3 After allowing for floorspace commitments and improved floorspace

efficiency/sales density changes or additional trade in existing centres:

BWP assesses there to be a deficiency of £231m unaccommodated durable expenditure in the study area in 1996 (22.31) and in a sensitivity test involving the use of the "efficiency factor" the figure increased to £328.94m (22.32). With expenditure growth 10% above the average the £231m figure would increase to £310m (22.31). For comparison purposes the durable turnover of BWP is given as £201m at 1996 (21.4) in the 1985 prices which are used throughout these conclusions, including £27m from retail warehousing.

K&D assess the 1996 quantitative surplus for the area south of the river at £265m (40.2, 40.20) and a 1996 durable turnover for BWP of £195m (40.34).

KCC assesses the 1996 residual of projected expenditure growth at 1996 for Kent County as £28m - £63m (48.8) and the Kent contribution from within 30 minutes to the BWP turnover as £80.5m, in the context of the projected growth in comparison goods expenditure of £259m - £323m (48.4).

G&B assess the growth of study area durable retail capacity at 50% - 60% from 1986-96 without taking soft commitments into account and compare this with a 43% increase in durable goods expenditure in the same period (64.80). The assumed 1996 durable turnover for BWP is £192m (67.19) or, in an alternative analysis, £245m (67.34).

BWP assesses the growth in durable expenditure in the study area from 1986 to 1996 as 49.2% or £1181m, of which the applicant states that the Blue Water Park turnover would represent about 17% (22.14), while G&B assess the growth as 42.9% or £1028.94m (64.44); the difference between the two is a little over £150m. K&D assess the growth in total available durable expenditure south of the Thames as £680m in 1996 (40.7). The level of disputed durable expenditure between the G&B and K&D figures is some £120m in 1996 (64.47).

82.4 In my opinion the major dispute between the parties on the question of quantitative need arises from:

- a per capita growth in durable expenditure
- b the retention factor for the study centres
- c efficiency factor/growth in sales density.

82.5 Turning to the growth in per capita durable expenditure, it is not in dispute that application of the URPI medium term trend line to the actual rather than the trend figure for 1986 raises the entire fitted line because the actual 1986 figure is above the line. However BWP and K&D make use of the information on the changes to the economy in the two years since the 1986 base for URPI 88/1; I consider it to be entirely reasonable to take this information into account.

82.6 There has been a 15% to 16% increase in per capita durables expenditure in the two year period, from which the application of a growth rate of approximately the URPI long term figure of 3.24% would result in an increase of around 50% (22.8, 22.11, 40.4). In similar vein the most accurate current projection is likely to be that for 1989, with those further into the future becoming less and less accurate; hence with a forecast 3.4% or 3.5% increase in 1989 (22.8, 64.39) and some 15% to 16% growth already since 1986 it is apparent that there is likely to have been growth of about 19% in the

first 3 years of the 10 year period and with virtually no gains 1988-91 the level projected by URPI for 1991 is bound to be exceeded. Caution needs to be exercised when trying to assess future levels of growth but from the information available I am satisfied that the expenditure forecasts by BWP and K&D are not unduly optimistic.

82.7 As to the retention factor or market share for the study centres, numerous figures have been produced:

BWP assumes a rise from 56% in 1986 to 64.4% in 1996 or 60% with account taken of Lakeside and Royal Docks (22.13, 22.18, 22.31, 64.85), and

G&B show the market share for zones containing centres falling from 53.1% in 1986 to 46.5% in 1996 with Lakeside and Royal Docks and 43.9% in 1996 with 3 regional shopping centres in operation (24.24, 64.82), and

K&D give a 1986 retention rate of 61% for south of the Thames and a 1996 comfortable capacity retention rate of 53% and no significant change 1986-96 (40.16, 40.17) but this is not completely borne out in other work by K&D (43.13-43.18, 64.94, 64.95).

82.8 In absolute terms the difference between the G&B and BWP retention rates for 1996 would be about £500m (64.86). Two calculations based on G&B figures give opposing results: that by BWP shows a 14% increase in the retention rate for study centres, similar to the BWP figure of 15% before taking account of Lakeside and Royal Docks, and that by G&B gives a fall of 5% (24.26, 64.92). Work by K&D on the other hand suggests that either the floorspace or the G&B retention rate figures, or both, are wrong (43.18). A particular problem in the analysis is the lack of statistical information about floorspace, other than retail warehousing, outside centres (64.87, 64.92).

82.9 Numerous interlinked and often competing factors are of relevance to this question, not least being:

i the relative strengths of the regional shopping centres, the study centres, the retail warehousing and other centres, including assessments of firm and soft commitments in different locations and the likelihood of developments proceeding,

ii the proclivity of shoppers to cross the Thames to shop and hence the weight to be placed on floorspace changes both in- and out-of-centre on each side of the river and the amount of "market share" lost by the study centres to Lakeside and Royal Docks, and

iii the level of leakage deriving from the relative strengths of the shopping within the study area as compared with that in nearby areas and Central London, in the light of the ease and cost of travel and the convenience of parking.

82.10 It is possible only to make a broad brush analysis of the retention factor. The two Regional Shopping Centres north of the Thames would take from the study centres only around 4% of the total study area expenditure at 1996 on G&B figures (24.28, 22.14, 64.44). By reason of this plus:

the likely expansion of trade by the national multiples in the 31 study centres in competition with the 200 "other centres" (22.20),

the likely level of cross Thames trade,

the floorspace increases including the split to north and south of the river and the split for in- and out-of-centre (24.13-24.16, 43.1-43.5, 64.51-64.53),

the likely effects of the draw by Croydon and Royal Tunbridge Wells, and the policy approach to assist the local economy,

the indications are that the retention rate would increase to 1996 and then fall back when account is taken of the two new centres to the north of the river, to give an end result of no change or a slight increase overall.

82.11 The third major element of dispute between the parties is the efficiency factor, also described as sales density growth or increase in the ratio of turnover to floorspace. BWP allows 1% pa growth in efficiency for existing floorspace and an additional 20% for new floorspace in each centre (22.24), which equates to 1.3% pa overall 1986-96 (64.68). K&D do not apply an efficiency factor; they allow 10% or £80m for the additional trade which existing centres south of the Thames would need over the period to maintain their vitality (40.2, 40.10); it has been calculated that this allowance equates to some 0.4% pa after allowance for the competing effect of new shops in centres (40.11, 64.75). The KCC allowance, as distinct from K&D, equates to 0.95% to 1.42% pa (64.78). G&B make the broad assumption that overall sales densities are likely to increase by an average 1.75% pa (64.67). The URPI figures in Brief 86/6 suggest a slowly declining annual average rate of growth from 2% to 1.5% pa if trends continue unchanged for the next 15 years (64.57). Representations from John Lewis Partnership/Boots staff suggest a long run 2.5% pa, ie ignoring consumer booms and slumps, as a minimum which they state would be consistent with static profitability (25.8, 47.3, 64.69/64.70).

82.12 A quantification of these apparently minor changes reveals their effect to be considerable. The difference in terms of retail capacity between 1.3% and 1.75% would be £119m and the difference between 1.3% and 2.5% would be £318m (64.74) - compare these figures with the deficit of £231m found by the applicant. For the south of the Thames a quantification of the sales density factor (47.2) shows:

2.5% pa	for 10 years or 28% overall	= £225m
1.75% pa	for 10 years or 19% overall	= £152m
	10% overall	= £80m

Clearly the scope for error is enormous.

82.13 I find a calculation by K&D on this subject most revealing. This shows that the 31 centres would be expected to achieve a combined durable turnover, on the G&B estimate, some £634m less than the turnover figure which it is claimed the centres would require by application of the 2.5% pa growth rate. While not accepting that the centres would collapse if this growth rate were to occur, parts of the existing centres would be under immense pressure.

82.14 The URPI work is a reflection of past trends derived from a number of studies and it does not constitute a national requirement for all centres to be allowed a specific increase per annum in sales density, indeed it does not claim to be. URPI Brief 88/6 advises that when using its rates at a local level the local variations can be many times greater than the outermost limits of any national estimates and that local analyses are called for before they can be implemented (22.28). Such analyses would of course include the degree of equilibrium of the local retail system at the base date. Evidence on this point came from the applicant in the assessment of the retail structure (21.23

and chapter 26); also K&D looked at individual centres and used the agreed capacity figures for shopping centres arrived at for the Hewitt's Farm inquiry. On the other hand G&B took a broader approach. The representations from the John Lewis Partnership/Boots staff did not include satisfactory local supporting information and were not convincing; in particular they could not be tested under cross examination.

82.15 I am not convinced that a first charge can be placed by existing centres as of right on a substantial proportion of future expenditure growth, indeed such an allowance would run counter to the encouragement of competition; nevertheless an assessment is required of the turnover needed by centres to maintain their vitality and viability and ensure that investment will continue at a level sufficient to secure their roles in the shopping hierarchy. I consider that this factor relates not to individual retailers such as Boots or John Lewis Partnership but to centres; it is however revealing that convenience retailers have continued to trade at a profit with much lower increases in sales density than durable retailers (40.30).

82.16 There can be little doubt that the crucial consideration for the retailer is profitability rather than sales density, which is but one of the means to that end. The sales density is simply the result of dividing turnover by floorspace and when one side of the scales increases or falls in relation to the other the quotient inevitably changes. A rise in turnover generates demand for more floorspace, the provision of which causes floorspace to run ahead of turnover for a time, resulting in lower ratios. Past trends indicate that durable sales densities have increased and this serves as one approach to the assessment of the additional volume of trade which existing centres are likely to need between 1986-96 but it must be related to the local circumstances and the existing profitability of centres. Indeed I cannot accept that existing centres in this area must have a 28% increase over 10 years based on 2.5% pa or even 19% at 1.75% pa in order to remain vital and be attractive to investors and retailers. A reasonable allowance would be lower than this, possibly not far from the applicant's figures and the 10% to 15% for the additional volume of trade (40.33) suggested in the K&D approach on this subject.

82.17 Additional factors in reaching a conclusion that there would be a substantial amount of unaccommodated expenditure available at 1996 include the leakage of expenditure, on which there were opposing views (24.19 et seq. 40.18, 64.21 et seq. 64.49, 64.96), and a broad picture of the state of trading of the study centres relative to equilibrium, from factors such as vacancy rates, demand from retailers and development proposals (21.23, report chapters 26, 69, 70 and 73; 63.32 et seq.). Other matters include the intervening shopping opportunity concept and the barrier effect of the Thames to shoppers on which there was much divided opinion (15.6, 23.18, 24.37, 28.7-28.17, 41.2, Report chapter 66, 67.4-67.18); I am convinced that these effects on shopping patterns would operate if BWP existed on one side of the river and Lakeside/Royal Docks on the other such that the Thames would continue to act as a barrier to shopping traffic even with the much improved crossing facilities. I am satisfied that it is right to look primarily at the shopping need situation south of the river. It is revealing that floorspace commitments to the south of the Thames would give growth of about 15% or 16% (24.15) while the increase in durable expenditure in the period would be 43% on the lowest estimate.

82.18 I am satisfied that there would be substantial unaccommodated durable expenditure in the study area in 1996 which translates into a shortfall of durable shopping floorspace. The shortfall is footloose to an extent but just as a large department store would be unlikely to locate in a minor centre, the shopping demand is aimed towards centres of an appropriate standard. I stop

short of calling the shortfall a "need" for floorspace in the sense that without such provision shoppers would not be able to purchase their requirements. The qualitative and quantitative arguments of shopping need are inextricably linked. Indeed the quantitative factor is one element in the qualitative assessment. For example the leakage or export of expenditure means that shoppers travel to other areas to seek the quality of shopping they require. Also questions must be asked whether existing centres, on which approved policies focus new provision, could adequately accommodate additional floorspace for the unaccommodated expenditure in a satisfactory and convenient shopping environment.

Qualitative Retail Need

83.1 My start point is the SERPLAN conclusion referred to above that there is a qualitative deficiency in the A2 corridor in North Kent. There is no managed higher order centre with a fully pedestrianised shopping environment and wholly free car parking in Kent or SE London. SERPLAN considered the existing provision in the region and proposals for its improvement and expressly queried whether there was scope for further long term upgrading of existing centres (14.3, 14.11). Also the SERPLAN work was in full knowledge of the Lakeside and Royal Docks schemes (14.5, 14.8)

83.2 I do not dissent from the SERPLAN view on qualitative deficiency in any material way. Indeed there appears to be little dispute over this point. The dispute is over how best to meet the deficiency. G&B argue that Lakeside, Royal Docks and improvements to existing centres could provide the level of service that Blue Water Park seeks to offer (63.29).

83.3 The existing centres are being improved and the written submission C108 provides a useful and illuminating insight into shopping, access and car parking proposals, together with a number of questions raised as to the likelihood of their implementation and the standards which would be achieved (26.7, 63.32). The relevant centres were visited and analyses have been made by the parties to the inquiry of the existing and future retail structure and aspects such as car parking (5.5, Chapters 26, 42, 63, 69-71, 73).

83.4 I am satisfied that Gravesend and Dartford are too small and have far too restricted a range of higher order shopping to be able to meet the needs of the corridor. Furthermore I am mindful that the Borough Plan for Gravesham, adopted in 1987, seeks to promote Gravesend's role serving the whole of Gravesham and to maintain its position in the hierarchy of shopping centres in Kent.

83.5 Bromley and Maidstone provide higher order facilities but suffer from problems of car parking and accessibility; both have major proposals for improvements to shopping, car parking and accessibility but there are uncertainties with several schemes; also these two towns are relatively remote and would mainly serve those on the fringes of the corridor.

83.6 Chatham has need of improved car parking and accessibility including a Medway crossing (26.37, 73.6); while there are major shopping proposals in Chatham and no doubt there will be improvements, these are unlikely in my opinion to materially change the retail status of this town centre as one serving primarily the Medway Towns (26.36, 26.44-26.46, 63.35, 73.6, 73.15).

83.7 The approved role for Bexleyheath is that of a strategic centre for the Borough (26.12, 42.27, 69.1). While it is argued that there would be scope for substantial additional floorspace in this centre the larger Clayform proposal is at an early stage in the planning process, there are many reasons

why it might not proceed (26.14, 26.16, 69.13) and it raises the question whether Bexleyheath should have a future role as a sub regional centre, but that is not a matter before me. The floorspace already developed in the centre is almost up to the maximum level proposed in the Local Plan even without Broadway Phase 2 or the Clayform scheme (26.15, 42.26, 69.4, 69.12).

83.8 Bexleyheath is in the A2 corridor but about 3 miles from North Kent; I see the Greater London address as of no relevance to the question of higher order shopping deficiency in the A2 corridor in North Kent but the same cannot be said of the level of accessibility from the area of deficiency. No doubt an enlarged Bexleyheath centre (69.20) would help to meet shoppers' needs from part of the corridor but it would not in my opinion provide a comparable range and quality of shopping with that of Blue Water Park, nor the convenience of adequate free car parking (26.6, 69.27, 69.28). The definition of the Bexleyheath catchment by other competing strategic centres and the restrictions imposed on its development by the level of accessibility from the strategic road network, when compared with the highway system for BWP which has been designed to operate in peak periods (14.16, 26.35, 69.21-69.29), would prevent it operating as a regional centre.

83.9 In conclusion on the question of retail need, a qualitative deficiency has been identified in the A2 corridor in North Kent and this is reinforced by a significant excess of durable expenditure over commitments in 1996. Lakeside and Royal Docks lie to the north of the river and would not satisfactorily meet the requirements for higher order shopping of the residents to the south; by way of illustration the 3 consultants at the inquiry put the level of trade to Blue Water Park which would not otherwise have gone to the Regional Shopping Centres of Lakeside or Royal Docks at not less than two thirds (26.84). Improvements to the existing centres in the locality would go some way to meeting the deficiency but, bearing in mind the constraints upon improvements and the scale of the 1986-96 growth in durable expenditure, almost inevitably the standards of the existing centres would fall substantially short of the convenience, accessibility, range and quality of provision which would be likely to be achieved by Blue Water Park.

83.10 There is no dispute that Blue Water Park would meet the identified deficiency in the A2 corridor in North Kent (22.36).

Impact - Durable

84.1 No allegation is made by G&B that any Bexleyheath retailer or any Gravesend anchor store would close as a result of the development of Blue Water Park and there is no case put forward that there would be damage to the fabric of either centre arising from cumulative impact; I consider that the dispute with G&B relates primarily to the possible withdrawal of support from proposed retail schemes (26.25, 26.56, 69.31, 69.32, 70.17). The City of Rochester upon Medway similarly is concerned primarily with the delay or deflection of retail provision (73.3, 73.17). The submission from Thurrock Borough Council on impact concerns mainly the loss of further retail expenditure from Grays and the effect on retailing and recreation at Lakeside (76.6). The latter is not a town centre and the impact thereon would be simply a matter of competition between opposing regional shopping centres.

84.2 A number of other centres are the subject of representations expressing concern over retail impact (76.5, 76.6); indeed those referred to by LPAC include Barking, Bromley, Croydon, Ilford and Romford. Other representations have expressed concern over Ashford, Sevenoaks, Maidstone and other Kent centres. The London Borough of Redbridge is concerned about cumulative impact. The CIN Properties Ltd, Peachey Property Corporation plc

and the Gravesham Chamber of Trade and Industry representations on impact deal with Gravesend. The London Borough of Greenwich is concerned about the impact on Woolwich.

84.3 I consider that the centres most in need of examination in this context are Bexleyheath, Gravesend, Dartford and Chatham. If unacceptable impact is not found at these centres it could not be demonstrated at the others. At Grays for example, by reason of the barrier effect of the Thames and the location of the centre in relation to Lakeside and to other centres I have no doubt that by far the greatest element of the trade withdrawal would be by Lakeside and this has been found to be at an acceptable level; the additional effect of Blue Water Park would be marginal and this is borne out by the BWP analysis (23.27-27.30)

84.4 I deal primarily with cumulative durable impact from Lakeside, Royal Docks and Blue Water Park, the impact of Blue Water Park itself being but one step in reaching this stage. There are numerous figures of relevance to this analysis but those which most easily put the matter in context are from the comparative documents C124 and C126 (67.20 and 67.26):

Cumulative Impact

	1986 turnover £m	% impact at 1996	% turnover change 1986-96	% sales density change 1986-96
<u>Bexleyheath</u>	£55.0			
K&D.....	16.....	117.....	-18	
BWP.....	15.....	214.....	27	
G&B b*.....	21.....	86.....	-21	
G&B a*.....	23.....	-11.....	-11	
<u>Dartford</u>	£43.0			
K&D.....	19.....	40.....	-1	
BWP.....	13.....	63.....	16	
G&B.....	25.....	25.....	-11	
<u>Gravesend</u>	£61.0			
K&D.....	18.....	20.....	0	
BWP.....	17.....	34.....	11	
G&B.....	15.....	0.....	-17	
<u>Charham</u>	£82.5			
K&D.....	10.....	26.....	7	
BWP.....	7.....	47.....	26	
G&B.....	12.....	-2.....	-16	

*G&B "a" for Bexleyheath assumes no floorspace growth and "b" adopts the same 1996 floorspace figure as the other two parties; nevertheless the 1996 durable turnover for Bexleyheath with the same floorspace figures varies enormously: BWP £203m, K&D £133m and G&B £129.6m (42.17, 67.41). Also the G&B cumulative impact figures based on a BWP durable turnover of £245m would be Gravesend 18.8%, Dartford 28.9% and Bexleyheath "a" 26.1% (67.34). The K&D work shows that for Dartford and Gravesend the 1996 durable turnover after the effects of the 3 new regional shopping centres would be more than the comfortable

capacity (42.3, 42.4, 42.7, 42.8, 42.12) and for Bexleyheath the 1986 durable turnover would more than double to 1996 but it would be some £8m or 6.7% below the 1996 comfortable capacity (42.20).

84.5 Whichever model or analysis is examined it is not possible for example to look at specific figures in isolation with a view to changing them, because so many factors are inter related and changing one would be likely to have effects elsewhere. I start with the G&B analysis because, when looking at all 3 indicators, this gives the worst impact for each of the 4 centres. This analysis claims to be most reliable at the aggregate broad brush level rather than that of a single centre (24.10, 24.35, 64.14, 67.15). However the model suffers from a number of serious flaws which prevent it from serving as a reliable basis for my conclusions.

84.6 The G&B model shows that the leakage of durable expenditure would remain at about 22% from 1986-96 despite the development of Lakeside and Royal Docks (24.22), a result which I find unlikely; in addition there are substantial differences in sales density on a centre by centre basis which cannot be explained (24.30, 24.31). Also the Pinpoint data show no expenditure from north of the river to Bromley, Dartford and Bexleyheath but the model gives a draw in 1986 of between 7.7% and 13.1%, and the draw from the other side of the river increasing from 1986-96 without BWP and in the face of substantial firm commitments including Lakeside to the north (24.13, 24.33-24.34, 67.15-67.18). The trade crossing the river from the south is shown as 5 to 5½ times that in the other direction (43.7, 43.8). Similarly the model shows that the advent of BWP would have barely any effect on the percentage draw by Lakeside from south of the Thames and 5 out of 6 shoppers from Gravesend would still go past Blue Water Park to get to Lakeside (24.37). 57.6% of the expenditure from Dartford zone DA1 is shown as going to Lakeside and only 8.6% to Blue Water Park (24.36). No allowance is made in the model for any intervening shopping opportunity or for impact on retail warehousing (24.40, 24.41).

84.7 While the BWP assessment was attacked, principally on the question of the use of floorspace rather than turnover or market share for the revised table 6.1 (23.31, 67.37-67.38), it was not exposed to such serious criticism in my opinion as to nullify its findings. The K&D work came out of the inquiry largely unscathed, despite complaints that the assumptions therein are not clearly explained (67.45).

84.8 The approved role for **Bexleyheath** and the extent of development which has occurred already in the centre since the adoption of the Local Plan are referred to in paragraph 83.5 above. Concern is expressed that major schemes in Bexleyheath would not proceed if Blue Water Park were developed (26.12-26.14, 69.9, 69.10, 69.17). The applicant accepts that Bexleyheath does not fulfil its role as the strategic centre for the Borough (although this view is not shared by K&D [42.24]), and that it is lacking in market share and does not have a major department store (26.19, 26.24). Two of the major schemes in the Action Area Plan have not been completed some 5 years after its adoption but this is in part due to problems with the provision of infrastructure (26.11, 26.12, 69.2). Also, in a situation where 3 regional shopping centres would come into operation in a relatively short space of time and there is limited experience of the trading effects of such centres, an element of caution is needed.

84.9 However the LB of Bexley agrees that Bexleyheath is a thriving centre (26.25, 42.14). Vacancy rates are low, there is significant retailer demand and zone A rents in the Broadway Centre are high (26.25) and, despite objection to BWP by John Lewis Partnership and by a property developer, I am satisfied that the signs are that developer interest remains strong; Clayform

Properties have acquired the RACS site since the submission of the Blue Water Park application, the Asda development has been completed very recently and Asda has made no objection to BWP (26.25, 42.26).

84.10 I find no compelling evidence that developer interest in Bexleyheath would diminish or that retail schemes would not proceed. Moreover, I am not convinced that there would not be interest from a department store operator, albeit that this might not be the John Lewis Partnership, although I can well understand the wishes of the Council in this respect. While I find it highly unlikely that Bexleyheath would be able to increase its turnover by 34 times by 1996 the impact analyses suggest that BWP would do no more than reduce by a limited amount the growth potential of this centre and they do not give serious cause for concern. The cumulative impact of the retail schemes in the locality would not be so harmful to Bexleyheath as to lead to a significant loss of investor confidence such that there would be unacceptable harm to the vitality and viability of the centre as a whole or prejudice to its approved role as a strategic centre.

84.11 The retail effects on **Dartford** do not cause concern to the Borough or County Councils or the Chamber of Trade (7.16, 26.65, 42.11). Developer interest is continuing in the full knowledge of the BWP proposal and the Council states that the centre is buoyant (42.10). I see no reason to doubt this opinion. The impact figures do not give cause for serious concern.

84.12 **Gravesend** starts with a larger 1986 durable turnover than Dartford but it does not display the same buoyancy. The 3 sets of cumulative impact figures range from 15% to 18%, the turnover change is shown as 0% to +34% and the sales density change from +11% to -17%. I acknowledge that the development of the St George's Centre has had an effect on sales densities in other parts of the town centre, particularly those to the north and east (26.52, 26.53, 70.2, 70.5, 70.6, 70.9, 70.14). However the vacancy rate will fall appreciably and to a low level when the Co-op unit is fully occupied (26.53, 70.5), and this will go a considerable way to improving the image of the centre; also the Council is seeking to improve the weaker areas. New development proposals are being examined in the full knowledge of the Blue Water Park scheme and there is unsatisfied retailer demand (26.54, 26.55, 70.9).

84.13 The picture for Gravesend is of an improving situation that would certainly be slowed but not arrested by the development of Blue Water Park. I find no convincing evidence that the approved role of Gravesend, to serve the whole of Gravesham and maintain its position in the hierarchy of centres in Kent (26.50, 70.2), would be affected unduly or that the centre would stagnate and investor confidence be severely diminished.

84.14 **Chatham** has the largest 1986 durable turnover of the 4 centres, the impact percentages in the studies range from 7% to 12%, the turnover changes from -2% to +47% and the sales density changes from -16% to +26%; the impact figures are not challenged by the City Council (73.4). It is true that Chatham has suffered in the past from economic setbacks (26.36, 73.5) but the town has responded and steps have been taken to improve the town centre environment (73.6, 73.14). The information on vacancy rates is conflicting but in the prime area it is not high and it is likely that some vacancies are associated with major construction works and constraints imposed by the type and size of property (26.38-26.40, 73.6, 73.8-73.13). Also there are clear signs of confidence now from investors and retailers, not least being the £60m Pentagon Centre refurbishment scheme, the recent Richard Street proposal for a department store and 40 shops and the fact that Alders, a contender for space at Blue Water Park, is seeking also to expand in Chatham (42.31, 42.32).

84.15 I do not share the City Council's concern that retail schemes in Chatham would be inhibited by the development of Blue Water Park.

84.16 In **conclusion** on durable impact I consider that a large element of the Blue Water Park trade would be derived from the unaccommodated expenditure in the catchment. I find no sound and convincing reason against this application from the impact of the scheme on existing centres.

Impact - Convenience

85.1 G&B agree that their main concern over convenience impact is that vacant properties resulting from durable impact could not be taken up by convenience stores (24.50). I agree that this is an appropriate way to examine this question. Whereas convenience impact would add to the pressure on facilities in the 10 minute isochrone, and there would be some reshaping of food shopping patterns in the area, it would not lead to closures of stores on such a scale as to create gaps in the provision of convenience facilities (23.9-23.14, 23.31, 24.53, 68.1, 68.13-68.18). The convenience impact issue stands or falls with the durable impact question on which my conclusion is clear.

Traffic

86.1 There is full agreement on highway matters with the responsible highway authorities (28.18, 50.1, 76.1). Substantial highway works are proposed, both within the application site by the applicant for access purposes and outside the site by the 100% funding of a single carriageway of the Thames-side Industrial Route section 1B between the Dartford International Ferry Terminal and London Road and of a fourth lane eastbound on the A2 from A296 Watling Street merge to the B262 Pepper Hill diverge (6.1, 28.29, 50.5)

86.2 The highway design has been subjected to careful analysis, with allowance for other traffic generating developments, and even though the traffic flows to Blue Water Park would be extremely high, there would be adequate peak hour capacity in the system (28.19-28.25, 28.31, 29.13, 50.8-50.11, 60.11, 76.3). Furthermore the design has been subjected to a safety audit which found the proposals acceptable (28.32, 50.13). I acknowledge the concern of residents, both in written representations and in evidence (74.7-74.12, 74.17, 76.8), over safety standards and the increase in traffic flows but the clear signs to me are that the careful attention to design details and the co-operation between the applicant and the Highway Authorities has produced a scheme that would cater more than adequately for the extra traffic and, by reducing points of conflict such as right turns, possibly result in a lower accident rate (50.12).

86.3 Residents complain that alternative highway schemes should have been provided for consideration but, for this planning application, it is sufficient for the submitted details to provide appropriate capacity and meet safety and environmental standards. However I do accept that there is some ground for the residents' fears that the access proposals combined with the TIR would serve as an alternative route from the A2 to the Dartford Crossing, particularly when there are congested conditions (74.12, 74.15). Such diversion on occasions would be inevitable in my opinion but traffic management measures could be taken, such as appropriate directional signs (28.39), to reduce its incidence.

86.4 I have accepted above that if Blue Water Park were developed, and reliance not placed on Lakeside and Royal Docks to meet the shopping needs south of the river, the shopping traffic across the Thames would be substantially reduced. The applicant calculates that this would represent a saving of 5% of the 1996 evening peak hour flow, thereby putting off for 1 or 2 years the day when another improvement to the crossing would be needed and saving an estimated £30m - £60m (28.9). While there must be doubt about the accuracy of this calculation, the message is clear to me that the development of Blue Water Park would reduce inessential flows at possibly the most crucial point of the whole motorway network, a view which I consider gains support from the stance taken elsewhere by the DTP (28.10).

Environmental Pollution

87.1 There is no convincing evidence that noise from operations or retail activities within the quarry (29.3, 29.13-29.15, 51.12) or from construction works (29.25-29.27, 51.3) would be likely to cause unacceptable harm to the living conditions of residents, although I am a little concerned that events at the aquastadium could be a source of complaint if not carefully controlled.

87.2 The evidence points to there being no problems with air pollution from this development (29.28, 51.13).

87.3 The main environmental concern stems from the noise impact of additional traffic on housing. The occupiers of Hope and Ightham Cottages already suffer a high level of traffic noise (29.6, 51.4), mainly associated with the use of the A2 road and I agree with them that it is unreasonable to make a noise assessment based primarily on internal living conditions (74.24). The effect on these residents of the BWP development, based on worst case predictions, would be to raise noise levels by amounts which would be imperceptible at Ightham Cottages and would vary between imperceptible and just perceptible or slight at Hope Cottages, at first floor level and after certain mitigation measures (29.5, 29.7-29.11, 29.24, 51.8-51.11).

87.4 At my site inspection I visited the dwellings in question, albeit not at the time of peak traffic flow (5.4). Any noticeable increase in their noise climate would be regrettable in my opinion. The improved noise conditions which would be achieved for the Cobham Terrace residents (29.24, 51.7) would be of little comfort to those with vastly increased traffic flows near their homes. An external acoustic barrier might not be aesthetically acceptable at Hope Cottages and its effect at the northern end would be likely to be limited. However any assessment should acknowledge that the TIR is likely to be built at some stage with or without BWP, with a consequent effect on traffic flows and noise levels, and account be taken of the potential for acoustic double glazing or improvements to the double glazing which exists already in some of the dwellings and of the undertaking given at the inquiry by the applicant to carry out additional screening and insulation works (29.7, 29.16, 29.20, 29.21, 29.24, 51.8, 51.9). For the above reasons I consider that internal noise levels at all dwellings could be kept within acceptable levels and the only perceptible harmful noise effect externally would be to the northern end of Hope Cottages but this would not be of sufficient scale to constitute a convincing reason for refusal.

87.5 I have no substantial evidence to support the assertion by the Bean Residents' Association that sub-sonic sound is important in noise stress (29.4, 74.18).

Minerals

88.1 The Structure Plan and the Structure Plan Review seek to ensure that the cement industry has adequate reserves of chalk and clay (7.8). The development of Western Quarry for Blue Water Park would sterilize only about 500,000t in Western Quarry and 250,000t in Eastern Quarry for the realignment of Bean Road, equivalent to a requirement for 2.5 months cement production at Swanscombe and Northfleet works or some 1% of the original consented reserves at Western Quarry (30.8, 52.1).

88.2 The option of deeper digging at part of Western Quarry, a difficult and expensive operation which also produces a poorer quality product, would be precluded but this would represent only about 7-8 months supply for Northfleet Works (30.7, 52.1). Clearly Blue Water Park would not sterilize any appreciable quantity of workable chalk reserves.

88.3 BWP would have no effect on the restoration proposals for Eastern Quarry.

Leisure

89.1 The proposed internal leisure uses would conflict with green belt policy but the open air activities would not (7.6, 19.1, 54.2). While the open leisure uses would gain a measure of support from Structure Plan policies TR12 and TR13 I do not accept that Structure Plan policies TR10 and TR11 assist the provision of indoor formal recreation facilities at Western Quarry because I cannot agree with K&D that the centre would not be in the open countryside (54.1, 60.51, 60.52). As stated in the Centre 21 report, uses such as a multiplex cinema belong in urban settings and in the absence of the regional shopping centre the cinema would be seen as an anomalous intrusion into an area of open countryside (60.52).

Planning Gain

90.1 Planning gain would arise from the intention of the applicant to fund the construction of one carriageway including land for dualling of the Thames-side Industrial Route section 1B, the improvements to the B255 and the construction of an additional lane eastbound on the A2 (p6.1), each of which is a legitimate gain of the type which would pass the tests in C22/83. I am mindful that a wholly unacceptable development would not be justified by extraneous benefits offered by the developer.

90.2 The Thames-side Industrial Route is programmed for a post 2000 start (50.5) although no doubt this could be reassessed if necessary (72.4). The importance of TIR has been recognised by SERPLAN and in the Kent Impact Study and it is noteworthy that Gravesham Borough Council states that it must be given the highest priority and the LB of Bexley sees the TIR as vital to the regeneration of the North Kent and South Thames area (28.36, 50.19, 50.23): there would be improved communications in the Eastern Thames Corridor, access to riverside sites and an improved link to the Dartford Crossing. Also in the morning peak hour almost all of the extra capacity from the TIR and the site access works would be available to general road users and in the evening peak there would be 47.5% of the extra capacity for non BWP users (28.42, 28.43, 50.15). Other advantages include the realisation of the full benefit of existing investment in the local road network (28.41, 50.14-50.24). I am convinced that bringing forward the construction of TIR 1B possibly by about

10 years and the funding proposals by the applicant would represent a considerable planning gain (6.1).

90.3 As with the TIR, the extra capacity from an additional lane eastbound on the A2, funded by the applicant, would be available to general road users in the morning peak albeit that this is not the direction of the main commuter flow, and at other times some 71.7% of the extra capacity would exist for non BWP users (28.43). In the absence of BWP the A2 eastbound would be overloaded in 1996 (76.2).

Summary

91.1 There is some policy objection to this proposal, principally from the approved but now somewhat dated Kent Structure Plan, and policy support in the emerging Plans for Kent and Dartford. I have examined the interests of acknowledged importance such as traffic, environmental matters and impact on existing centres and I have no doubt that the only interest of any substance concerns the green belt issue. Hence in the balancing exercise needed to reach a conclusion in this case, on one side of the scales there are the policy factors and a strong presumption against a major intrusion into the green belt (which I take to subsume the countryside aspects of the leisure policies), at a site which I am satisfied fulfils green belt functions and one which has been in the belt for 30 years. Furthermore the Secretary of State has confirmed that the general presumption against development in the green belt is not affected by the M25, and the policy advice in PPG6 is quite clear (79.4 above).

91.2 On the other side of the scales I place a number of factors, not in any particular order of priority:

- a support by the two responsible Planning Authorities.
- b support in the emerging Kent Structure Plan Review for a review of green belt boundaries in the Dartford area, for growth in the Dartford area and for a regional shopping centre in NW Kent (subject to criteria which include protection of the green belt) (7.11-7.15).
- c proposal for a regional shopping centre at Western Quarry and deletion of the quarry from the green belt in the emerging Dartford Local Plan (7.16).
- d Government policy to revitalise the less prosperous eastern part of the SE region and endorsement to fostering economic growth, assisted by the enhancement to the image and developer perception of the area.
- d several thousand jobs in the local area within the Eastern Thames Corridor at a site in an Economic Priority Area.
- e shopping need at 1996 in the A2 corridor in North Kent which Blue Water Park would satisfy, which I find could not be adequately satisfied by improvements to existing centres and for which it is highly likely that no other site exists which would be subject to less planning objection than Western Quarry for a new freestanding centre.
- f reduction in demand for use of the Dartford Crossing.
- g leisure facilities serving the local and the wider community.

h planning gain arising from the early development of the Thames-side Industrial Route, a key infrastructure project, and the additional highway capacity provided by the TIR, the B255 and the A2.

91.3 This part of the Metropolitan Green Belt is tightly defined and it has been staunchly protected for many years, but in exceptional circumstances it has been found necessary to release other land, for example at Stone Marshes for the Crossways 25 warehouse and distribution complex (10.2, 49.2). I have considered very carefully whether the current proposal warrants such treatment.

91.4 The draft Local Plan support, for a regional shopping centre at Western Quarry and the deletion of the site from the green belt, is dependant upon a strategic decision to be made on the Structure Plan. The Structure Plan Review policy RD5a support for a regional shopping centre and the aim to protect the green belt are, in the absence of any strategic decision to review green belt boundaries, mutually exclusive because there is no suitable site outside the belt and any such development within it would run counter to the long established and recently reaffirmed policy for the protection of green belts. Similarly the first strategic policy of the Structure Plan Review, policy S1, aims to secure the main opportunities for Kent arising from the M25 to be realised at Dartford, without detriment to the functions of the green belt. Such conflicts inevitably weaken the policy support for this proposal, particularly when viewed in the light of the North Dartford decision referred to in paragraph 80.4 above.

91.5 The employment situation in the Eastern Thames Corridor is improving and while it is Government policy to reduce unemployment and revitalise the less prosperous eastern part of the SE region, there is no indication that this should be at the expense of the green belt. Refusal of this application would be likely to result in a reduced standard of shopping opportunity in the area in 1996 and additional use of the Dartford Crossing by shoppers in search of higher order facilities but that would be part of the price to be paid to protect the green belt. The combined force of the factors listed above in support of Blue Water Park is truly considerable but it does not constitute a sufficiently compelling and exceptional argument to outweigh the strong presumption against major shopping development in the Metropolitan Green Belt.

Conditions

92.1 If the Secretary of State decides to grant planning permission, the agreed set of conditions form a suitable basis for controlling the form of the scheme and its effect on the area (55.1). I draw attention in particular to condition 14 which requires that construction work should not commence prior to planning permission for the Thames-side Industrial Route section 1B and to number 15 which requires that there be no trading from the site before the construction of specified highway works; these controls are acceptable to the DTp (76.3).

92.2 Also I draw attention to the applicant's undertaking referred to in paragraph 87.4 above and included in the closing statement (BWP44 pg28), concerning noise insulation measures, which goes some way beyond the requirements of condition 26.

S209 HIGHWAY ORDER

93.1 The effect of the Order and the objections to it are outlined briefly in paragraphs 3.1 and 3.2 above. Of the 4 objections, 3 remain outstanding. I turn firstly to the legal submission from BWP and K&D (35.3, 57.1), that the Order presupposes the grant of planning permission, that the planning permission in this case would include the access arrangements and that the only question under S209 is whether it is necessary to stop up the highways to facilitate the development which has been permitted; hence it is not open for alternative schemes to be considered. This is a matter of law but in my view the applicant and K&D are correct in this submission. --

93.2 If this view is agreed and if planning permission is granted for Blue Water Park it is of note that no one has claimed that any aspect of the access details would not be necessary to enable the development to proceed. One objection is based on a misunderstanding (35.25). Another seeks to retain passing trade for an hotel at Cobham Terrace or signposting to indicate its presence (35.23); the latter is a topic being examined by the Council (57.13), while the former fails to take note of the additional trade which would be brought to the area by BWP and the improved environmental and traffic conditions resulting from by-passing Cobham Terrace. The fourth objection is that from Bean Residents' Association, much of which has been examined in the traffic and environmental sections of these conclusions. The Association raises the question of alternative access arrangements and as the above legal view might not be agreed I shall deal with these.

93.3 The alternative scheme examined by the applicant for a roundabout to the west rather than the east of Hope Cottages would require a high embankment, new bridge works, and possibly the relocation of overhead power lines and land from the Darenth Woods SSSI (3.2, 35.10, 57.5-57.7). Undoubtedly the construction of the new bridge would cause serious delays to traffic on the busy A2 road, estimated by KCC at a total disbenefit to the community of £4m or £5m over 6 months (57.5), while the applicant estimates that the additional construction cost would be in the region of £2m (35.14). Furthermore although the traffic would be further from the dwellings, the change in levels and the limited attenuation to be expected over "hard ground" lead me to conclude that there would be no material gain in terms of lower noise levels at Hope and Ightham Cottages, albeit that the greater separation between the traffic and the residents would be an improvement to their living conditions.

93.4 Several other alternative layouts were suggested by the Residents' Association (74.30-74.35) and I do not criticise the Association for providing no more than sketch details, no more could have been expected of them and I accept that they have real fears for the living conditions of residents resulting from the highway works and such a large increase in traffic flows (74.6, 74.7). But none of the schemes has been worked out in any detail to assess matters such as the cost of delays to users of the A2, the environmental effect on residents and whether it would even be feasible for example to construct an underpass to the A2 to serve traffic to and from the west when account is taken of factors such as minimum radii, slopes and signage distances.

93.5 The Blue Water Park highway proposals on the other hand have been examined in some detail and they would afford suitable access to the site.

93.6 Footpath DR15 on the Order Plan is shown incorrectly (35.20, 35.21, 57.10). The route shown on the Plan is the path which is used by the public rather than the line on the Definitive Map. KCC asks that both routes be stopped up and the DTp has suggested that this be achieved by way of an amendment to the Order.

93.7 The Order stands or falls with the planning application. I am satisfied that the Order complies with the requirements of the Act and in reaching this decision I have had regard, as appropriate, to the other factors to be taken into consideration.

RECOMMENDATIONS

94.1 I recommend that: 1 planning permission be **refused**, and
2 the S209 Order be **not confirmed**.

APPLICATION FOR COSTS

95.1 I am submitting a separate report and recommendation on the application for costs which was made at the inquiry by the Councils of Gravesham and Bexley.

I have the honour to be
Sir
Your obedient Servant

K. G. Smith

K G SMITH
Inspector

KENT STRUCTURE PLAN: SECOND REVIEW AND ALTERATIONS
FURTHER MODIFICATIONS PROPOSED BY THE SECRETARY OF STATE FOR THE ENVIRONMENT

Modification No.	Alteration No.	Policy No.	Revised Proposed Modifications	Paragraph in Statement of Reasons																				
57	23	HDI	Delete the provision figures for Canterbury District and for the Canterbury Planning Area and <u>substitute</u> the following:- <table><tr><td>"1986-91</td><td>1991-96</td><td>1996-2001</td><td>1986-2001</td></tr><tr><td>Canterbury District</td><td>2,800</td><td>2,500</td><td>3,300</td></tr><tr><td></td><td></td><td></td><td>8,600</td></tr><tr><td>(Canterbury Planning Area)</td><td>(1,300)</td><td>(1,000)</td><td>(1,300)</td></tr><tr><td></td><td></td><td></td><td>(3,600)"</td></tr></table>	"1986-91	1991-96	1996-2001	1986-2001	Canterbury District	2,800	2,500	3,300				8,600	(Canterbury Planning Area)	(1,300)	(1,000)	(1,300)				(3,600)"	1.2 - 1.5
"1986-91	1991-96	1996-2001	1986-2001																					
Canterbury District	2,800	2,500	3,300																					
			8,600																					
(Canterbury Planning Area)	(1,300)	(1,000)	(1,300)																					
			(3,600)"																					
58	33	MGB3	<u>Delete</u> (in lines 2 and 3) "in the Dartford, Swanley and Sevenoaks areas" and <u>substitute</u> "to the north-east of Dartford" <u>Delete</u> (in lines 5 and 6) "Local Plans" and <u>substitute</u> "the Local Plan" <u>Delete</u> (in lines 6-8) " where there is no conflict with the purposes of the Green Belt those boundaries should be" and <u>substitute</u> " , and"	2.2 - 2.6																				

Modification No.	Alteration No.	Policy No.	Revised Proposed Modifications	Paragraph in Statement of Reasons
			<u>Delete</u> (in lines 13-16)	
			"The case for this arises mainly at Dartford and only to a very limited extent elsewhere."	
			<u>Insert</u> at end of policy	
			"A similar adjustment to the Green Belt boundaries in North West Kent would also be justified to allow for a regional shopping centre in that area."	
59	3	S3	<u>Insert</u> (in line 43) ,	3.2
			before "to meet"	
			"generally"	
			<u>Delete</u> (in lines 45-51)	
			"and where necessary only to help realise the very special economic and employment opportunities arising under Policy S1, to make very limited, selective additional provisions in these areas"	

Note:- These revised proposed modifications supercede the previous modifications proposed by the Secretary of State to policy MGB3, to policy HD1 insofar as it relates to the housing provision figures for Canterbury District and for the Canterbury Planning Area, and to policy S3 insofar as it relates to the provision of housing development in the Tunbridge Wells, Tonbridge and Sevenoaks planning areas.

ANNEX A

STATEMENT BY
DARTFORD BOROUGH COUNCIL
ON
THE SECRETARY OF STATE'S
PROPOSED FURTHER MODIFICATION
TO
KENT STRUCTURE PLAN ALTERATIONS POLICY MGB3

1. By way of representations dated 25 February 1988 the Council:
 - (a) fully supported the encouragement given by Alterations Policy MGB3 to the review of long-established Green Belt boundaries in Dartford, and
 - (b) strongly supported Alterations Policy RD5(a) which sought to allow for the development of a regional shopping centre in NW Kent.
2. The Council participated constructively in the Kent Structure Plan Alterations 'Examination in Public' held in July/August 1988 in support of its representations (recorded at paragraph 6.8 of the Panel Report in relation to MGB3, and at paragraph 5.12 in relation to RD5(a)).
3. The Council concurred with the view expressed by the Secretary of State in his Statement of May 1989 on the Proposed Modifications in which he welcomed the County Council's attempt in Policy RD5 to recognize new forms of retailing in the Structure Plan. At its meeting on 3 July 1988 the Council's Planning Committee resolved that the Secretary of State be advised that in the Council's view, Modification No. 24 represented an appropriate policy approach to the issue of out-of-centre retailing development, given the circumstances obtaining in the County of Kent, and the general principles and guidance set out in Planning Policy Guidance Note 6.
4. In relation to the issue of qualitative need, the Inspector concludes (paragraphs 83.9, 83.10):
 - (i) a qualitative deficiency has been identified in the A2 corridor in North Kent. It is reinforced by a significant excess of durable expenditure over commitments in 1996,

- (ii) Lakeside and Royal Docks would not satisfactorily meet the requirements of residents to the south,
- (iii) improvements to existing centres would offset the deficiency, but standards therein would fall substantially short of the convenience accessibility, range and quality of provision likely to be achieved by Blue Water Park,
- (iv) there is no dispute that Blue Water Park would meet the identified deficiency in the A2 corridor in North Kent.

5. On the question of quantitative need, the Inspector concludes (paragraph 82.18 of his report):

"I am satisfied that there would be substantial unaccommodated durable expenditure in the study area in 1996 which translates into a shortfall of durable shopping floorspace."

The Inspector questions whether existing centres could adequately accommodate additional floorspace for the unaccommodated expenditure in a satisfactory and convenient shopping environment.

6. For its part, in relation to the issue of quantitative need, the Council stresses that it sees only limited scope for further growth within Dartford town centre itself given the constraints of land availability, topography/environment and infrastructure capacity. It sees similar problems at the sub-regional level too.
7. In relation to impact, the Council notes, and concurs with, the Inspector's summary conclusion on impact (paragraph 84.16):

"I find no sound and convincing reason against this application from the impact of the scheme on existing centres."

Furthermore, in the Council's view, centres which feel themselves 'threatened' by major new schemes typically react in a positive way to retain their market share by bringing forward schemes of refurbishment and improvement.

8. In the Council's view therefore, the Blue Water Park inquiry has established both a qualitative and quantitative need for additional shopping floorspace in the A2 corridor in North Kent. The Inspector concludes that it is highly

In these circumstances, given that Western Quarry's current Green Belt status is the only issue of any substance in relation to the application proposals, then in the Council's view there would be no basis for withholding permission for the Blue Water Park proposals.

8. Accordingly, the Council urges the Secretary of State to grant planning permission for the Blue Water Park proposals (subject to appropriate conditions) in accordance with the intention set out at paragraph 8 of the Department of the Environment's letter of December 1989.

JCA

BLUE WATER PARK PLC
BLUE WATER PARK, DARTFORD

SCHEDULE OF CORE DOCUMENTS FOR PUBLIC INQUIRY

POLICY DOCUMENTS (to be prepared by Kent and Dartford
/Bexley and Gravesham)

- C1 Greater London Development Plan 1976
- C2 LPAC; Retailing: Report by the Topic Working Party for Consultation and Discussion (December 1987)
- C3 LPAC; Draft Strategic Planning Advice for London, Policies for the 1990s. Document for Discussion (June 1988)
- C4 Kent Structure Plan: Statement of Policies Approved by the Secretary of State (January 1980)
- C5 Kent Structure Plan: Statement of Policies Approved by the Secretary of State for the Environment First Review and Explanatory Memorandum (January 1984)
- C5A Kent Structure Plan, Second Alterations Working Paper 3/87 - Economic Development
- C6 Kent Structure Plan Second Alteration Working Paper 4/87 (Revised); Retail Development (January 1988)
- C7 Kent Structure Plan Second Alteration Schedule of Proposed Alterations and Explanatory Memorandum (December 1987)
- C8 The Kent Development Plan 1958
- C9 North West Kent Town Map; Report of Survey and Analysis (1972)
- C10 The Kent Development Plan; The North West Kent Town Map 1978
- C11 Channel Tunnel Joint Consultative Committee; The Kent Impact Study August 1987
- C12 Kent County Council Countryside Local Plan Written Statement (May 1983)
- C13 Kent Countryside Plan Report of Survey and Issues (July 1980)

- C14 Borough of Dartford Local Plan; Consultation Draft and Proposals Map (January 1988)
- C15 Borough of Dartford Local Plan; Report on Public Consultation (June 1988)
- C15a. *Green Belt Topic Paper.*
- C16 Gravesham Local Plan (March 1987)
- C17 Plan for Bexleyheath: Bexleyheath Town Centre Local (Action Area) Plan (April 1983)
- C18 Bexley Borough Plan Written Statement (February 1985)
- C19 Transport Plan for Kent 1987
- C20 Kent County Council Transport Policies and Programme 1989/90
- C21 London Borough of Bexley Transport Policies and Programme 1989/90

Regional Planning Guidance

- C22 SERPLAN South East England in the 1990s; A Regional Statement RPC450
- C23 " Implementing the Regional Strategy for the South East RPC630
- C24 " Development Potential in the Eastern Thames Corridor (January 1987) RPC700
- C25 " Regional Shopping Centres Around London (Report of Working Party) (July 1987) RPC808A
- C26 " Regional Shopping Centres Around London (Background Report of Retail Working Party) (1987) RPC812
- C27 " Towards a Policy for Regional Shopping Centres: A Consultation Paper (July 1987) RPC832
- C28 " Increasing Activity in the Eastern Thames Corridor RPC1000
- C29 " Policy Guidance for Regional Shopping Provision in the M25 Corridor: Report by The Officers Advisory Panel RPC1009
- C30 " Regional Shopping Provision in the M25 Corridor. A Statement by Conference (May 1988) RPC1049
- C31 " Regional Shopping Provision in the M25 Corridor. A Statement by Conference (June 1988) RPC1050

- C32 SERPLAN RPC. 900 - Guidelines for Waste Disposal Planning in the South East
- C33 Letter SoSE to Chairman of Conference, SERPLAN, 19.6.86 (see Appendix 2 to C22)

RESEARCH DOCUMENTS AND TECHNICAL PAPERS (to be produced by Blue Water Park)

- C34 Donaldsons: Brent Cross Study (June 1977)
- C35 Oxfordshire Institute of Retail Management: Retail Change on Tyneside: Third Consumer Survey in the Metro Centre (June 1987)
- C36 Oxfordshire Institute of Retail Management: Retail Change on Tyneside: Pedestrian Surveys in Newcastle City Centre and the Metro Centre (1987)
- C37 Oxfordshire Institute of Retail Management: Non-Food Shopping Trips in the North Eastern Region: A Survey by Telephone (May 1988)
- C38 Steer Davies and Gleave Limited: Metro Centre Impact Study (September 1987)
- C39 URPI Information Brief 86/6
- C40 URPI Information Brief 87/5
- C41 URPI Information Brief 88/1
- C42 Halcrow Fox Associates: Waterdale Park Traffic Matters, Proof of Evidence of Colin Townsley (January 1988)
- C43 TRRL SR194UC: "Changes in Traffic Flow Following the Opening of a Hypermarket" by Patricia H. Bellamy (1976)
- C44 Newcastle C.C.: Metro Centre; Technical Report No. 4, Traffic Summary No. 3 (January 1988)
- C45 Department of Transport TA44/85: Capacities, Queues and Delays at Road Junctions
- C46 BS4142 British Standards Office "Method of Rating Industrial Noise Affecting Mixed Residential and Industrial Areas" (1967) Amended 1982
- C47 BS5228 British Standards Office "Noise Control on Construction and Open Sites" (1984)

- C48 Department of Transport "Manual of Environmental Appraisal" (1983)
- C49 Department of Transport "Calculation of Road Traffic Noise" (1988)
- C50 Building and Buildings, Noise Insulation Regulations S.I. Number 1763 (1975)

Planning Appeal Decisions

- C51 Ministry of Housing and Local Government: P1/4404/219/7 (Brent Cross) (April 1970)
- C52 Departments of the Environment and Transport: E1/5221/219/8 (Lakeside) (September 1987)
- C53 Department of the Environment: EMP/5300/220/1/E (Centre 21) (June 1988)

Agreed Documents

- C54 Alastair Dick Associates/Kent County Council: Blue Water Park Summary of Agreements on Traffic Related Matters (September 1988)
- C55 Planning History (produced by Kent County Council)
- C56 Site Description (produced by Blue Water Park)
- C57 Description of the Proposal (produced by Blue Water Park)

BLUE WATER PARK PLC DOCUMENTS

- C58 Qualitative Study
- C59 Brochure of Plans
- C59A Application DA/86/391/OUT (13th June, 1986) - Blue Water Park original application and supporting documents
- C59B Application DA/88/0336/OUT (21st April, 1988) - Blue Water Park revised application and supporting documents

KENT COUNTY COUNCIL AND DARTFORD BOROUGH COUNCIL DOCUMENTS

- C60 Minutes of County Council's Planning and Highways and Public Transport Sub-Committees
- C61 Minutes of Dartford Borough Council Planning Committee

GRAVESHAM BOROUGH COUNCIL AND LONDON BOROUGH OF BEXLEY
DOCUMENTS

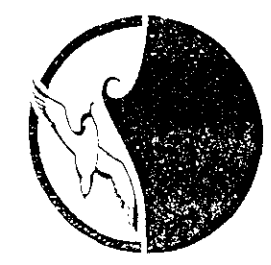
Planning Appeal Decisions

- C62 Secretary of State's decision letter and Inspector's report -
Tillingham Hall, Essex; Appeal ref. APP/Y1516/A/85/034440;
APP/Y1516/A/85/041975 and APP/B5480/A/86/044117
- C63 Secretary of State's decision letter 24.5.88 and Inspector's
report - Crayford Marshes; Application ref. GLP/5005/220/7
and SE/5274/219/4
- C64 Secretary of State's decision letter 24.5.88 and Inspector's
report - North Dartford; Application ref. SE2/5274/223/1,
SE/5274/42/12 and GLP/5005/220/8
- C65 Inspector's decision letter 9.1.86 - Parrots, Grove, Coventry;
Appeal ref. APP/W3710/A/83/31572/P7
- C66 Secretary of State's decision letter 30.6.88 and Inspector's
report - Centre 21, Leicester; Application ref.
EMP/5300/220/13
- C67 Secretary of State's decision letter 3.9.87 and Inspector's
report - Lakeside, Thurrock; Application ref. E1/5221/219/8
and E1/5221/839/3

Research Documents and Technical Papers

- C68 Proof of Evidence of Eric Davies (G.L. Hearn) to Hewitts Farm
Inquiry, Bromley; Appeal ref. APP/G5180/A/87/75559
- C69 Written submission of London Borough of Bexley to Inquiry
into Hewitts Farm, Bromley; Appeal Ref. APP/G5180/A/87/75559
- C70 Gravesham Borough Council/Kent County Council Joint
Shopping Surveys, 1982 and 1984
- C71 Imperial Business Estate, Gravesend Master Plan
- C72 Transcript of speech given by Richard Tracy, M.P.,
Parliamentary under Secretary of State, 27.1.86 to the Annual
Convention
- C73 Secretary of State's letter 24.7.86 to the Chairman of the
London Planning Advisory Committee (LPAC) - Strategic
Planning Guidance for London
- C74 Findings of research commissioned by SERPLAN from Property
Market Analysis

- C75 "Demand for Retail Space"; Henley Centre, January 1988
- C76 "Concern about Large Outlying Shopping Centre Developments"; Oxford Institute of Retail Management, July 1988
- C77 URPI Brief 87/6 - Trends in Furniture, Electrical and DIY Goods Expenditure
- C78 URPI Brief 83/4 - Deriving Consumer Retail Expenditure Estimates
- C79 URPI Trade Draw Rates of Large Shopping Centres, May 1987
- C80 Letter dated 22.7.88 from Director of Research and Expansion, John Lewis Partnership to London Borough of Bexley
- C81 Roger Tym & Partners (RTP) - Local Employment Benefits, January 1988
- C82 "Town and Country Planning" September 1988, "Planning for a Future of Quality Shops" by Stuart Hampson
- C83 LPAC/PMA Greater London Area Retail Market Assessment, March 1988
- C84 Sunday Times 24.7.88, "Rents Shake the Floor under Retailing Boom" by David Brierly
- C85 Planning Consumer Markets; Henley Centre, Summer 1988
- C86 Estates Times 26.8.88, "Out of Town Retailing"
- C87 UK National Accounts: Sources and Methods; CSO 1985
- C88 Dixons Group PLC, Annual Report 1986/87
- C89 Woolworth Holdings PLC, Report and Accounts 1986/87
- C90 Storehouse PLC, Report and Accounts 1986/87
- C91 Burton Group PLC, Annual Report 1986
- C92 Elizabeth Howard, Impact Assessment of Regional Out-of-Town Shopping Centre Proposals; Templeton College
- C93
- C94
- C95. *Parents Park Chalk Inquiry*
- C96. *CB. 'green booklet' 'The Tyndes Belts'*
- C99 *DOE D. land survey guidance notes*
- C101. *Unemployment stats*
- C103 *Through CB subject return*



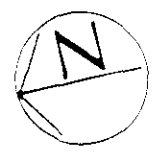
Blue Water Park

SITE LAYOUT

704 13 / 83 REV A
FITCH BENOY

Upper Retail Level

ILLUSTRATIVE DRAWING
Does not form part of the Planning Application



HEDGE PLACE ROAD

NEW JUNCTION

LAKE

GARDEN CENTRE

STATION

STATION

COACH PARK

EMERGENCY ACCESS ONLY

MSU

MSU

DEPARTMENT STORE

DEPARTMENT STORE

SUPERMARKET

STATION

ST JAMES LANE

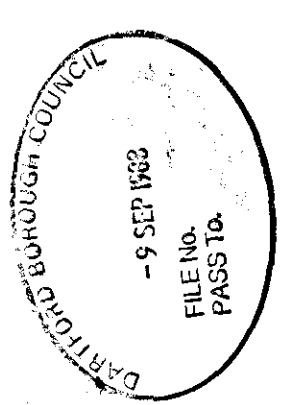
ADVENTURE ISLAND

LAKE

B2.5 BEAN ROAD UPGRADED

REALIGNED
ROUNDBOUT

A 296





ILLUSTRATIVE DRAWING
Does not form part of the
Planning Application

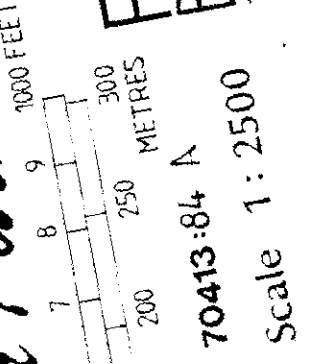


Blue Water Park

PLAN

MASTER DRAWING

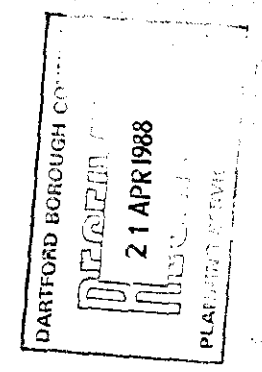
ILLUSTRATIVE DRAWING
has been prepared to be illustrated
on detail drawings



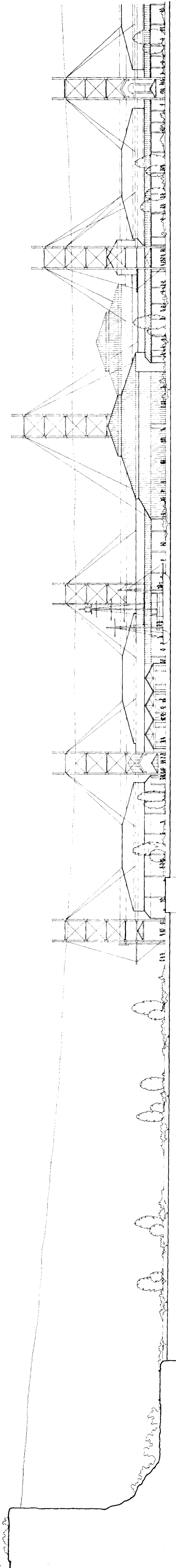
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DARENTH PARK HOSPITAL

DAJ88/0336/OUT



OF SECT 160



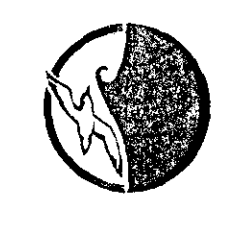
JOINS WITH
LEFT HAND END OF
DRAWING / 76

Showcourt

LAKE

Causeway

Car Park



Blue Water Park

SCALE 1:500 70413 / 75

ILLUSTRATIVE DRAWING
Does not form part of the
Planning Application

FITCH
BENNY

SITE SECTION

PLANNING COMMITTEE

8 AUGUST 1988

Item A 0007

DA/88/0336/OUT BLUE WATER PARK PLC.

21.04.88

Rev:

MONTAGU EVANS,
PREMIER HOUSE,
44-48 DOVER STREET,
LONDON W1X 3RF.

O/O/P4

THE ERECTION OF A REGIONAL SHOPPING CENTRE WITH RECREATIONAL AND LEISURE FACILITIES AND ASSOCIATED ACCESS ROADS, INCLUDING ALTERATIONS TO EXISTING HIGHWAY NETWORK, AND 10,000 CAR PARKING SPACES. WESTERN QUARRY AND ADJOINING LAND, WATLING STREET, STONE DARTFORD, KENT.

Parish/Ward: Stone

Zoning: Land int.for working of Chalk

RECOMMENDATION: THE BOROUGH COUNCIL'S VIEWS BE FORWARDED TO KENT COUNTY COUNCIL

PROPOSAL AND SITE DESCRIPTION

INTRODUCTION

Members will recall that I reported upon the previous outline application submitted in June 1986 to the March 1987 committee meeting. To avoid repetition I attach as an appendix to this report a copy of the earlier report and would refer Members to it. In this current report I shall highlight the changes between the two applications, report upon the response to consultations and update Members as to development in the policy and other issues since March of last year.

THE CHANGES

The revised outline application is essentially the same as was considered last year but includes changes resulting from the detailed technical discussion which has been going on, primarily between the applicants, Kent County Council and the Department of Transport. This is particularly relevant with regards to the proposed highway improvements negotiated with the Department of Transport which have resulted in the site boundary being extended to the south by the inclusion of land to the east of Bean Lane.

The proposed total floorspace for the scheme remains unchanged at 1,625,000 sq ft comprising 1,500,000 sq ft of retail floorspace, of which 1,275,000 is in the centre and 225,000 sq ft for the retail warehouse park, and 125,000 sq ft for the recreational floorspace. There are some proposed changes to the site layout although the principal features of a peripheral road serving 10,000 car parking spaces and a reliance upon lakes as physical landscape features remains. The disposition of car parking is much the same although two multi-deck car parks are now shown as well as a central bus and taxi area. There are two department stores at either end of the mall with 5 major space units and various sized units. The central feature of the mall layout leads to a show court, a floating restaurant and lake features (adventure island and watersport) other features included are a garden centre, a sailing club, a coach park, a children's centre, a health and fitness centre, a

PLANNING COMMITTEE

8 AUGUST 1988

multiplex cinema and a pier and boating lake. Features previously included but now deleted are the aquastadium, cable car, rapid transit system and stations.

The earlier scheme included three lakes, one to be a central theme to the development, one as a watersports centre and one purely ornamental. The current application retains the watersports lake but links and extends the previous two lakes into one large feature accessed by the peripheral service road.

ACCESS

Access to the development is proposed by improved highways to the north and south to enable direct access from the M25 at junction 1(a) via TIR Stage 1 route to Greenhithe (utilising the existing section constructed to serve DIFT), thence by an improved junction with London Road and a new carriageway (west of existing Cobham Terrace and separate from it) to the site entrance; and from the A2(T) via a new grade separated junction and a new route north bridging A296 and thence a section of Bean Road (B255) would be upgraded and two roundabouts provided (one within the site) to enable grade separation of traffic accessing and egressing the site. The boundaries of the application site extend to include the highways leading to and connecting with A2 and the 'new' Bean Road as far north as London Road.

HIGHWAY ARRANGEMENTS AT BEAN

The key changes in the proposed highway infrastructure involve the A2(T) junction arrangements. Here it is now proposed to provide two new roundabouts, one north and one south of the A2(T) to enable free flow traffic conditions on to and off this road. All movements, except that of eastbound, will be accommodated where the current arrangements of utilising A296 as the slip road will continue. In detail, the southern roundabout will be sited on open land east of Hope Cottages and will necessitate a realignment of Bean Road to the east of its present line for a distance of some 250 m. The existing slip roads serving the London bound carriageway will become redundant and the existing traffic light control abandoned. This roundabout is some 50 m east of the nearest property of Hope Cottages. To the north of A2(T) the proposed new roundabout utilises a section of the existing Bean Road to form the eastern arc of the roundabout and this is close to Ightham Cottages. This roundabout accommodates traffic exiting A2(T) from London, maintains existing local flows to a realigned roundabout with A296 (some 70 m east of its current position) and provides for the new section of road flying over A296 to give access both to the shopping centre and a route for north bound traffic. One consequence of these arrangements is that the realigned existing A296 roundabout would accommodate a new section of road giving access westbound on A296. This new section of road is some 350 m in length and will underpass the new section of Bean Road. All new roads will be on embankment.

CONSULTATIONS

Swanscombe and Greenhithe Town Council confirm that they are of the opinion that the development would be of benefit to the area and should be granted planning permission. The Town Council regard the proposals as a constructive and proper use of this area of mineral workings and so

PLANNING COMMITTEE

8 AUGUST 1988

help relieve pressure on areas of higher intrinsic value and landscape quality. The Council understands the concerns expressed by some interest groups and authorities regarding the impact on town centre trade but are of the opinion that this 'threat' is overstated in that the demand for a regional centre is related to M25, Channel Tunnel etc and will therefore be derived from the region and not the immediate area. Indeed, in the Town Council's view, the development could draw more consumers into the area and thus enhance demand for facilities in neighbouring centres. The Council also point out that the existence of the Thurrock centre should help alleviate an imbalance which otherwise would lead to an increase in demand for river crossing capacity at Dartford. The Town Council conclude that the development is important for economic regeneration of the area. Their one concern relates to usage of the A2/Cobham Terrace approach roads which require appropriate improvement.

Bean Residents Association consider that the road proposals would cause detrimental effects at Bean and draw particular attention to the direct impact upon the 16 houses that make up Hope Cottages. The Association raise numerous detailed comments on procedural points and these have been forwarded to the County Council to consider. The Association have reservations about the whole scheme and express their concern that no attempt has been made to discuss measures to minimise the traffic and environmental impact on Bean if the proposal receives Ministerial approval. The Association urge that a new direct road from A2 to Blue Water Park is included to avoid conflict between local access routes and the centre. In their view the application as currently submitted is factually inaccurate and environmentally and technically unsatisfactory and request, therefore, that it be refused.

The London Green Belt Council consider that there is no scope for major retail developments within the Green Belt and therefore raise strong objections to this application. The Council wish to appear at the public inquiry.

The Wilmington Society do not consider that a regional shopping centre is the right solution for restoration of despoiled land and point to their concern of overprovision of shopping and leisure facilities in the locality and concern over traffic generation.

Stone Action Group express concern over emergency routes, possible parking in side roads, the need to make Clarendon Gardens a 'no through road' and the social implications of late-night activity.

The Kent Trust for Nature Conservation are concerned by the proximity of the site to Darenth Wood SSSI and seek assurances that there will be no disturbance to the area.

The Environmental Services Officer is concerned that the leisure element of the scheme is reduced from the original. He doubts that the northern lake is suitable for sailing. Landscaping needs bulking up, particularly major treatment being required on the approach roads and new road network. He requires the tree belt west of the existing Cobham Terrace Road to be retained. On environmental issues he comments that he accepts the conclusion of the applicants' consultant although further details of the siting and silencing of noise generating equipment will need to be considered as part of the detailed application.

PLANNING COMMITTEE

8 AUGUST 1988

The Divisional Fire Commander has issued a negative report under his powers under Section 53 of the County of Kent Act on the grounds of unsatisfactory access. Access for fire fighting is required around the entire perimeter of the building. Revised guidance notes have been issued requiring minimum weight loading for fire appliances to be 25 tonnes.

The Dartford and District Ratepayers Association oppose the development on Green Belt grounds, that the site should be restored to agricultural use, that highways are presently overstretched and that the use would be surplus to district requirements.

The responses of other consultees are:

The views of the Technical Services Officer are awaited.

Seven letters of objection have been received from local residents making the following points:

- 1 noise and disturbance to residents in St James Lane
- 2 Stone has had its share of environmental disturbance through quarrying, dust and lorries
- 3 volume of traffic using Bean Road already excessive and will bear the brunt of additional traffic
- 4 there is no need for 'vulgar mercenary' developments - leave the quarry to nature
- 5 opposition to long weekday and Sunday trading
- 6 Bean will be seriously and adversely affected, particularly in traffic terms where conditions are currently less than satisfactory
- 7 the proposed roundabout by Ightham Cottages will be detrimental to residents of the cottages especially noise and safety
- 8 adverse impact upon town centre
- 9 the emergency access point that is opposite to 46-52 St James Lane has changed
- 10 noise, dust and nuisance during the construction phase.

One resident supports the scheme so long as adequate new roads are provided to ensure B255 is not further burdened and that the developer contractually agrees to construct in total the realignment of the B255.

If further representations are received they will be reported to the meeting.

OBSERVATIONS

a) PREVIOUS PROPOSALS

Members considered the original application for this development in

PLANNING COMMITTEE

8 AUGUST 1988

- (b) details of action to prevent chalk faces degrading
- (c) appropriate noise and pollution control measures
- (d) provision of adequate drainage.

- 3) Retail - (a) agreement on the types of goods and net floorspace associated with convenience goods sales in order to control the likely impact of trade in the Dartford and Gravesham areas.

The application was duly 'called -in' by the Secretary of State for the Environment and a public inquiry is to be held into the application, commencing in October of this year. The applicants intend that this current submission will supersede the earlier one and will thus be determined by the Secretary of State following the inquiry.

My views on the substantive application are as set out in my previous report now attached as Appendix 1. My current comments will accordingly be restricted to updating Members on the evolving policy situation, reviewing the revisions incorporated in this latest submission, reviewing retail impact, assessing the response of the public and drawing conclusions on these issues.

b) POLICY

Shortly after the submission of the current application the Secretary of State issued his decision on North Dartford. It is important to acknowledge the significance of the decision letter in saying that the appropriate mechanism for making alterations to the Green Belt is the Structure Plan Review and Local Plan process. Circular 14/84 says that Green Belt boundaries should be changed only in exceptional circumstances. The nature and timing of this application in the context of the Structure Plan Review present such circumstances. Members will know that the Structure Plan Alterations seek to establish a policy basis for a review of boundaries and that the Draft Local Plan applies that approach to the Borough and proposes the removal of Western Quarry from the Green Belt. I deal with the Structure Plan Alterations and the Local Plan below, together with the inter-relationship (in terms of timing) between the Alterations and the October inquiry. These factors, together with the environmental benefits of the proposals and the absence of an adverse retail impact and the meeting of a qualitative need, in my view establish the case for the development.

(i) Structure Plan Alterations

The Second Review and Alterations to the Kent Structure Plan recognises the changed circumstances in North West Kent arising from the M25 and current economic

PLANNING COMMITTEE

8 AUGUST 1988

March 1987 and the Committee resolved to strongly support the Blue Water Park proposals in principle. Committee also resolved that particular attention should be paid to :-

- (a) the traffic impact of the scheme on certain junctions on the Dartford highway network not forming part of the application proposals, and the absence of proposals to implement stage 1 of the Thameside Industrial Route;
- (b) the effects of the scheme on the local environment (and the Borough Council asks for all reasonable steps to be taken to avoid nuisance to all adjoining residential or other noise sensitive developments);
- (c) the general approach to landscaping, particularly the treatment of the surface parking areas:

In addition Committee resolved to remove this site from the Metropolitan Green Belt through the then emerging Local Plan for Dartford.

This application was subsequently considered by the County Council in July 1987 who resolved to refer the proposal to the Secretary of State as a substantial departure from the development plan with a recommendation that planning permission be given subject to conditions and agreements concerning, amongst others:-

- 1) Highways
 - (a) an additional lane to the A2 between Watling Street and Pepper Hill
 - (b) modification to the B255 junction with A2 and A296 together with provision of a dual carriageway to the site from A2
 - (c) new single carriageway from the site to A226 including consequential junction modification
 - (d) new single carriageway road from A226 to DIFT roundabout as part of TIR Stage 1
 - (e) agreement as to the routeing of all construction traffic.
- 2) Landscape/Environment - (a) details of treatment of the water area margin, unworked chalk margin, batters, structural and peripheral planting within the site, on access roads etc

PLANNING COMMITTEE

8 AUGUST 1988

With regard to the Local Plan Members will be well aware that the Draft Plan gives support to the Blue Water Park proposals through Policy R2 "Proposals for a regional shopping centre at Western Quarry will be supported" and that the Western Quarry site is one of a number of sites on the northern and eastern periphery of the urban area which are proposed to be deleted from the Metropolitan Green Belt in accord with the evolving County strategy. Members will also recall considering at this June meeting the public response to the Draft Local Plan in respect of the policy R2 (pages 62-65 of my report) and the Green Belt (page 85). Committee resolved that no amendments be made to the Draft Plan in respect of either policy.

In summary, therefore, I can remind Members that since their consideration of the original Blue Water Park application in March of last year both the County and Borough Councils have pursued a consistent policy approach to the development of a regional shopping centre at Western Quarry. Whilst it would have been ideal to have resolved, at strategic level the issues of Green Belt revision and retail development, through the Structure Plan and then Local Plan machinery (the approach advocated by the Secretary of State in his North Dartford decision), I nevertheless view the Examination in Public and the October inquiry as being timely in that the Secretary of State will subsequently be able to consider both the strategic case for and the detailed implication of the Blue Water Park proposals at the same time. This, to me, seems an optimum arrangement and will enable a decision to be reached in the full recognition of all the circumstances of the application.

Accordingly I continue to recommend to Committee that full support be given to the principle of the development in accordance with previous resolutions relating to the Alterations, Draft Local Plan and the earlier application.

c) RETAIL IMPACT

I refer Members to the appropriate section of the Appendix in which I set out the then assessment of the retail impact of Blue Water Park in 1991. I draw Members' attention to the fact that this assessment was based on the assumption that the 'Lakeside' development at Thurrock would proceed. This, of course, is not the situation given the Secretary of State's approval to this proposal in 1987. The general conclusions of this impact analysis, therefore, remain valid.

The Borough and County Councils have appointed Mr Harvey Cole to advise the authorities on the retail impacts of the development. Mr Cole has assessed the original impact study and is of the view that it demonstrates both a need for a regional shopping centre within the A2/M25 locality and that the Blue Water Park proposals do not have any significant adverse impact upon existing town centres. The County Council

PLANNING COMMITTEE

8 AUGUST 1988

priorities and introduces new policies dealing with the Green Belt and retail development. In terms of the overall strategy for Kent the Alterations propose that it is at Dartford that the main opportunities for Kent arising from the M25 should be realised.

With regard to retail development the County Council conclude that North West Kent is an area where existing circumstances and the predicted growth in expenditure justifies a new free-standing shopping centre. These circumstances include a wide geographical trade draw and a nodal position on the strategic road network.

Policy RD2 of the Alterations seeks to continue to provide for retail development at town centres dealing primarily with comparison goods and justified by identical trade potential whilst Policy RD5 lists exceptions to this Policy including a regional centre in North West Kent, well related to the M25 and A2 and not in conflict with Green Belt or Countryside Conservation objectives.

Retail policies have been selected for discussion at the Examination in Public of the Alterations in the light of views expressed, particularly to RD5, by other authorities and bodies. I will be in a position to update Members on this discussion at the meeting.

As regards the Green Belt the Alterations consider that, in a general policy context, land to the north and east of Dartford should be released from the Green Belt and Policy MGB 3 given effect to the objective of making better use of appropriate urban fringe sites where there is no conflict with the purposes of the Green Belt. The County Council acknowledge that detailed revisions to Green Belt boundaries should be effected through the Local Plan process. Again the Examination in Public will be considering both the strategic and regional justification for the County Council's economic development and Green Belt policies and I will update Members on these issues at the meeting. Committee considered the Alterations at their meeting on the 23rd February 1988 and resolved:

- (1) That the Kent County Council be informed that the Council reiterated its support of the positive approach to the Alterations.
- (2) That representations be made to the Secretary of State in support of Alterations policies S1 ED7 HE1 RD5 MGB2 and MGB3.
- (3) That an objection be made to the Secretary of State to Alterations policy MWD6.

(ii) Dartford Local Plan

PLANNING COMMITTEE

8 AUGUST 1988

relevant new matters which may emerge during the Structure Plan Examination in Public, I conclude that full support should continue to be given to this proposed development. I regard the policy approach adopted by the County and Borough Councils to be appropriate and not prejudicial in any way to the full consideration of both policy and detail through the development plan process and public inquiry.

I very much welcome the comments of the Swanscombe and Greenhithe Town Council which admirably state the case for the development as part of the economic regeneration strategy for North Kent.

I should like to highlight the views of the Bean Residents Association which are particularly germane to my comments on the environmental impacts of the revised highway proposals. These comments are reflected in many of the residents' representations and I can but agree that there are significant impacts particularly upon Ightham Cottages which require amelioration. I do not, however, accept the comments that traffic conditions within Bean will be seriously or adversely affected.

In summary, I conclude that the application proposals :

- a) represent a unique opportunity to resolve a serious land restoration problem
- b) would contribute significantly to the realisation of the economic regeneration strategy for the sub-region without any overriding adverse impacts on existing centres
- c) now propose an appropriate solution to the wider issue of highway infrastructure to serve the development
- d) overall would not give rise to a significant adverse environmental impact.

For all these reasons I conclude that the Borough Council should reiterate its full support for the proposals.

BACKGROUND PAPERS

File

List of Background Papers

DA/88/0336/OUT

The Whole File

RECOMMENDATION: THAT THE COUNTY COUNCIL BE ADVISED THAT THE BOROUGH COUNCIL:

- 01 Strongly supports the revised Blue Water Park proposals.
- 02 Is satisfied that the traffic impact of the development has been satisfactorily accommodated by the revision made.

PLANNING COMMITTEE

8 AUGUST 1988

have required the applicants to submit a revised impact study as part of the supporting evidence for the current application. This study, being produced by Roger Tym Associates will be forwarded to Mr Cole for his critical assessment and his views and recommendation will be reported to the meeting. At the present time, however, I do not consider that any substantive new issues are likely to rise.

d) HIGHWAYS

The revised highway proposals reflect the on-going discussion between the relevant parties and meet the first caveat expressed in Members' previous resolution. The implementation of these improvements will be a matter for the County Council to included in the Section 52 agreement. At this stage, however, the revised arrangements would appear acceptable in traffic engineering terms.

e) ENVIRONMENTAL IMPACT

With regard to the impact on traffic flows and the environment to the north of Bean I would comment that there are both benefits and disbenefits. In terms of traffic flow the removal of the present signal controlled arrangements will facilitate movement for local traffic, particularly at peak hours. Whilst the volumes of traffic will grow considerably the vast majority of flows will be from A2(T) and northbound to Blue Water Park (and reverse). The removal of light control will reduce the amount of stopping and starting and thus, on balance, I conclude that the revised arrangements will be less disruptive to local traffic.

There is nevertheless an environmental cost to this traffic solution. The ground levels necessitate substantial earth works to accommodate the new sections of road and there is no doubt that these will be visually intrusive. In addition the relationship between Hope and Ightham Cottages to the roads and roundabouts will result in a loss of amenity to these properties, the more so at Ightham Cottages. I am concerned by the implication of the orientation of the northern roundabout in terms of light glare and noise to these properties and would look to suitable ameliorative treatment both in terms of the central island itself and boundary treatment to the properties. A high standard of design and landscaping is clearly a prerequisite to minimise these impacts.

Other areas of environmental impact have been considered in a study by consultants. Their conclusions have been agreed by the Environmental Services Officer who accepts that the development will not generate an adverse environmental impact.

f) CONCLUSION

Subject to the views of the Council's consultant on the revised retail impact study, and to the consideration of any

Application No

Zoning

Applicant's

4

Date Recvd

Correspondent's

Location of

Description of

File Ref

Names & Addresses

Development

Development

of the property would, by virtue of its prominent position, be an obtrusive feature in the Dartford Town Centre Conservation Area and would be detrimental to the visual amenities of the locality.

- 3 The proposed sign would be a source of distraction to road users at an abrupt change in direction of a busy traffic route and close to a controlled crossing to the detriment of road safety.

4. DA/86/0391/OUT SMGB 24/06/86 03	BLUE WATER PARK PLC., C/O MONTAGU EVANS & SON, AWDRY HOUSE, 11 KINGSWAY, LONDON WC2B 6YE.	WESTERN QUARRY AND ADJOINING LAND, WATLING STREET, STONEDARTFORD, KENT.	THE ERECTION OF A REGIONAL SHOPPING CENTRE WITH RECREATIONAL AND LEISURE FACILITIES AND PROVISION OF ASSOCIATED ACCESS ROADS AND 10,000 CAR PARKING SPACES.
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PROPOSAL AND SITE DESCRIPTION

The application site is Western Quarry, Watling Street, together with ancillary lands bordering Bean Road from London Road in the north to land south-west of Hope Cottages, Bean Lane, in the south. Western Quarry is an active chalk working which, together with Eastern Quarry, supplies chalk to the Northfleet and Swanscombe cement works. The major part of the quarry's consented reserves have now been worked, with chalk now being taken from the last of four levels of working (the 'D' cut). This level of excavation takes chalk from below the water table and is being worked in an anti-clockwise direction starting in the north-eastern sector of the quarry and moving round eventually to the south-east. Extraction is taking place under planning permissions granted in 1952 and 1968 down to a level of -22 ft.OD. Restoration conditions are minimal, requiring filling back to a level above the water-table but not requiring any other significant amelioration of the impact of working e.g. treatment of the chalk faces which will remain at the sides of the quarry. The ancillary lands at Bean Road and Bean Lane are included in order to accommodate improved highway connections to the site.

The proposal is for the development of a combined retail and leisure complex of a scale not hitherto contemplated in the south-east region. Some 1.5m square feet (gross) of retail floorspace is proposed, made up as follows:

	floorspace (sq.ft)
durables	1,100,000
convenience	120,000
retail warehousing	225,000
restaurant/food hall	35,000
banks/building societies	20,000

	1,500,000

The floorspace would be provided in the form of two department stores, 12 large

PLANNING COMMITTEE

8 AUGUST 1988

- 03 Urges the County Council to include proposals to minimise the environmental impacts of the road proposals upon Hope and Ightham Cottages
- 04 Reiterates its previous view that great attention should be given to the general landscaping approach and particularly to the treatment of surface car parking areas.

Application No

Zoning

Date Recvd

File Ref

Applicant's

Correspondent's
Names & AddressesLocation of
DevelopmentDescription of
Development

4

tion options, especially landfill waste disposal. Care will be needed in relation to traffic, disturbance during construction phase, noise generation from water sports. Concerned about general increase in background noise levels, and impact of employment generation on housing demand within the Borough.

Landscape & Design Officer

Concerned that the leisure elements may not be provided and that they are somewhat vague in nature as currently proposed. Sceptical about restoration of chalk faces and about achievability of landscaping proposals generally. Landscaping for parking areas is inadequate.

Neighbours

I have received one letter in support of the project and 13 against. The grounds of objection are: loss of Green Belt, would prevent filling of pit, noise, loss of privacy, destruction of a 'green lung' and a semi-rural environment, traffic impact, impact on existing shops, more profit being taken from land already ravaged by BCI, and town centres will become white elephants.

Local Groups & Societies

Stone Action Group

Support the scheme in principle, but some concern about traffic and noise, and impact on existing traders in Dartford.

Bean Residents Association

Concerned about possible sterilisation of chalk reserves, traffic, impact on local residents, would create a precedent for developing in the Green Belt, impact on Dartford, Gravesend and Swanley Centres. Some advantages however in that it would be preferable to reclamation by landfill, would provide temporary and permanent employment, and would provide better shopping facilities locally. Conclude that the project needs to be compared with the alternatives, maximum amount of chalk should be taken from Eastern and Western Quarries, environmental and traffic impacts should be assessed, and the community will wish to participate in the decision making process.

Dartford & District Rights of
Way Group

No particular comments, but perhaps a good use for such a hole.

Dartford Society

Oppose the proposals because: would encourage the eventual merging of Dartford/Stone/Swanscombe/Gravesend, proposed lakes are a joke, avoids restoration obligations, leisure

Application No

4

Zoning

Applicant's

Date Recvd

Correspondent's

Location of

Description of

File Ref

Names & Addresses

Development

Development

retail stores (including two supermarkets), 86 standard shop units and a food court. The total floorspace of 1.5m square feet can be compared with:

Brent Cross	760,000 square feet
Milton Keynes Centre	1,100,000
Stoneborough Centre, Maidstone	596,000
Hempstead Valley	250,000
Priory Centre, Dartford	131,000

The shopping floor space would be built in the central part of the site, with surface car parking (10,000 spaces) to the east, west and north. The parking areas would be linked to the shopping malls by a regular, automatic mono-rail style shuttle service.

The leisure element of the proposals will be very much water-based and be centred on three lakes which will remain after chalk extraction has ceased. The proposals include a show court, aquastadium, fantasy island (reached by boat from the main centre), flume ride and water spout. In addition there would be an 8-12 screen Cineplex centre, health and fitness centre, family entertainment centre and a hobby centre.

An essential ingredient of the proposals is investment in off-site improvements to the surrounding highway network in order to accommodate the considerable increase in traffic flows which will result from the development. The measures proposed include improvements to the A2 Bean intersection and a 'new' Bean Road running parallel to, and to the west of, the existing alignment connecting to a new roundabout intersection at London Road.

Overall, the applicants see the proposals as "offering a rare opportunity for people to enjoy the best aspects of shopping and leisure combined, and providing Kent with a prestigious retail and leisure facility which is ideally located in relation to the strategic road network. Blue Water Park will be entirely devoted to providing the opportunity for shopping in an exciting and dramatic new environment which will be the Country's largest and most innovative retail and leisure complex". The intention is that the main construction period for the development would be from mid-1989 to mid-1991, with completion of the major part of the project by late 1991.

CONSULTATIONS

The County Council is the local planning authority for this application and apart from the neighbour notifications all the consultations have been carried out by them. The responses I set out below are those of which I have been notified by the County Planning Officer at the time of drafting this report. In view of the extent of the consultations, I deal below with only the main points which have been made. All of the responses will be available for inspection by Members prior to the meeting.

DBC internal

Technical Services Officer

No objection in principle. Wishes to see full details of projected traffic flows and proposed roads and junctions.

Environmental Services Officer

Proposal is preferable to other restora-

Application No

Zoning

Applicant's

Date Recvd

Correspondent's
Names & AddressesLocation of
DevelopmentDescription of
Development

Gravesham

Object because of impact on Gravesend town centre and proposals in its vicinity, will increase pressure for development in Green Belt, adverse effects on highway network.

Maidstone

Object because of impact on well-being and livelihood of Maidstone town centre.

Shepway

Object to the leisure and recreational elements because these will have a regional impact detrimental to the stimulation of such facilities in East Kent.

Sevenoaks

Concerned about: effect on Swanley, loss of Green Belt, possible sterilization of chalk reserves, loss of a waste disposal site.

Tonbridge Wells

No objection, but concerned about precedent, and traffic impact.

Swale, Gillingham

No objections

Tonbridge & Malling

If such proposals are held to be acceptable in strategic terms, a location such as Western Quarry should be favoured. This would take the pressure off other, less suitable areas (e.g. Leybourne Grange).

Canterbury

No comments.

In addition, a number of the Kent Districts make the point that the County Council should be preparing updated strategic guidance on the question of major out-of-town retail centres.

London Boroughs

Croydon

Has requested further information. Concerned about such developments and the lack of regional planning guidance.

Bexley

Object. Very considerable impact on the existing pattern of shopping in Bexley, and contrary to the approved Development Plan.

Bromley

Object.

Redbridge

Object. Contrary to national, regional and local Green Belt policies, adverse impact over a wide area, cumulative impact on existing town centres in association with similar proposals elsewhere.

Havering

Object. Contrary to Structure Plan, cumulative impact on centres such as Romford, would set a precedent, no need for the proposals, loss of

Application No
Zoning

4

Date Recvd
File Ref

Applicant's
Correspondent's
Names & Addresses

Location of
Development

Description of
Development

elements may not be built, loss of Green Belt, traffic impacts, over-development for immediate locality and would overpower Dartford and Gravesend.

Wilmington Society

Proposals contrary to Green Belt policies and would have widespread traffic implications. If scheme is approved but never built, original restoration obligations should still apply.

Dartford Parishes

Stone

A qualified welcome for the scheme, but seek an assurance that the necessary highway improvements will be carried out.

Swanscombe & Greenhithe T.C.

In agreement with the principle of the scheme.

Darenth

Sympathetic to the additional facilities and possible increase in employment, but have grave reservations about increase in traffic and overloading of services.

Sutton-at-Hone & Hawley P.C.

Welcome the application with cautious optimism but concerned that the infrastructure proposals are inadequate and need to be given more thought.

Wilmington

Proposals should be the subject of a public inquiry.

Other Parishes

Luddesdown

No objection. Could be of advantage to area.

Cobham, Longfield

No objection.

Fawkham, Meopham

In favour of leisure elements, but opposed to retail because of effects on existing centres.

Hartley, Swanley T.C.,
Sevenoaks T.C., Horton Kirby
and South Darenth

Object because of impact on existing centres and traffic effects.

Eynesford, Farningham, West
Kingsdown, Ash

No comments, too far away.

Authorities within Kent

Application No

4

Zoning

Applicant's

Date Recvd

Correspondent's

File Ref

Names & Addresses

Location of
DevelopmentDescription of
Development

construction. This would be particularly important close to Watling Street.

Statutory Bodies

Department of Transport

Alterations to the A2 within the application must be carried out by the Department, for which the developer must enter into an agreement with the Department.

Kent Fire Brigade

Proposals appear satisfactory overall.

Health & Safety Executive

No objection in principle. The east facing quarry walls are inclined at 70 degrees and present some hazard to development near their bases. Question the bearing capacity of the back filled areas.

Dartford Tunnel Joint Committee

No comments. The proposals will not affect the operation of the Dartford Tunnel.

London Country Green Line

Support the principle of the development.

S. East England Tourist Board

Proposals are of interest to the Board, given their high level of innovatory leisure and recreation content. Will have most impact on the pattern of retail and recreation journeys made by the residential population, but will also be a sub-regional attraction to tourists staying in West Kent and Surrey.

SEGAS

There would be no great difficulty in providing gas supplies to the site.

SEEBOARD

Adequate supplies of electricity can be made available.

Ministry of Agriculture

No objection. There may however be valid arguments for the restoration of the land to agriculture.

Southern Water

No objection.

Thames Water

Existing mains in the vicinity of the site are fully committed and it will therefore be necessary to undertake substantial off site main laying.

Section 27 parties and other
landowners

Messrs Watmough & Bridge

Owners of land affected by consequential highway improvements. Support the proposals.

Application No

4

Zoning

Applicant's

Date Recvd

Correspondent's

File Ref

Names & Addresses

Location of
DevelopmentDescription of
Development

Green Belt.

West Sussex

County Council

Some concern about the effects on investment potential in Crawley town centre, but consider it unlikely that its viability would be seriously undermined. No strategic planning objection.

Crawley Borough

Concern about prospects for achieving new development in Crawley, traffic impact on M25, possible sterilization of chalk reserves. Proposal should not, at present be favourably received.

Mid Sussex District

No comments.

Surrey

County Council

Proposals premature in advance of SERPLAN Study

Tandridge District

No comments

Essex

County Council

Awaiting impact studies.

Brentwood

Object. Proposal should not be considered in isolation.

Basildon

Object because of impact on retailing and employment in district.

Rochford

Negligible impact on district. Schemes such as this should not be contemplated until third river crossing completed.

Southend

Proposal should not be considered in isolation.

Interest Groups, Advisory/
Specialist Bodies

London Green Belt Council

Object. Presumption against development in the Green Belt. M25 should make no difference to application of Green Belt policies.

Hornchurch Chamber of Commerce

Object. Serious implications for existing centres such as Romford. Dangerous precedent and unjustified loss of Green Belt.

Kent Archaeological Rescue Unit

Wish to be afforded access to the site's fringes and approaches at the initial stages of

Application No

4

Zoning

Applicant's

Date Recvd

Correspondent's

Location of

Description of

File Ref

Names & Addresses

Development

Development

Plan effectively pre-dated the perception that we now have of the M25's potential for stimulating economic regeneration. Thirdly, I have always taken the view that it is dangerous to make significant changes to Green Belt boundaries in response to an individual application. Land should only be released (or indeed taken into the Green Belt) after a comprehensive reappraisal of the whole of a Green Belt in a particular area. Members will know however that work on the Dartford Local Plan is now underway with a view to publication later in the year. If Members decide to support the current application, then it would be my view that part of the Local Plan proposals should be the removal of the site from the Green Belt (together with other alterations Members have already considered). Similarly, the Structure Plan is currently being reviewed, with formal Alterations due to be published within the next few months. It is not for me to pre-judge what they will say, but Members will know from the North Dartford Strategic Brief that the County Council's fundamental planning approach to the Borough is now one of growth rather than undue restraint.

I turn now to the second major policy implication - the establishment of a major retail development unrelated to existing centres. The fears which not unnaturally have been expressed on this count are two fold; firstly the trading impact on existing town centres and secondly the danger of dramatic over-provision of retail floorspace which would result if all the Blue Water Park type schemes currently proposed actually went ahead. I deal with the first point below. So far as the second is concerned, I agree entirely with the view put forward by a number of consultees that at the very least the various schemes now being canvassed should be assessed against the background of a sub-regional or regional overview. Again the Structure Plan context for this overview in Kent is woefully inadequate (such centres were hardly dreamt of when the original Structure Plan was prepared), and the position is much the same throughout the Home Counties and the London Boroughs. This whole question is however one which the Kent Structure Plan Review is examining on a county-wide basis and about which the Second Alterations will doubtless have something to say. It will be for the County Council to reach a strategic view on the proposals in the light of the work they have done for the Review.

Retail Impact

Of all the specific impacts to be assessed this is without doubt the most crucial. The applicants appointed consultants to undertake the study and my County colleagues and I have met them throughout the last few months to monitor and progress the impact assessment. The work is specialised, has to deal with large volumes of data, and employs relatively complex mathematical modelling techniques. Clearly the results cannot be guaranteed but the approach does represent the most objective method of predicting likely levels of impact on established trading centres. The work involves an assessment of: the turnover of existing centres; the catchment population within defined drive-time bands from the site; the forecast turnover of the proposed development; the anticipated total consumer expenditure likely to be available within the catchment area; and the likely future pattern of the distribution of this expenditure throughout the catchment area in the event of the development proceeding. The assessment will thus show the extent to which existing centres will lose trade to the new development.

Retail impact assessment is clearly very sensitive to the accuracy of the data which it uses and the assumptions on which it is based, for example to what extent will the catchment area expenditure be lost to other similar new centres

Application No

Zoning

Applicant's

4

Date Recvd

Correspondent's

Location of

Description of

File Ref

Names & Addresses

Development

Development

South East Thames Regional
Health Authority

Object to perceived sterilization of chalk
reserves.

Esso Petroleum Company

Wish to safeguard their pipeline which runs
along St.James' Lane.

OBSERVATIONS

Discussions have been underway for some time now with the applicants and the County Council to assess as objectively as possible the various impacts which this development will have. This work is continuing (especially in relation to traffic) but has now made enough progress for me to reach a view on the project as a whole and for me to be able to report that to Members. It seems to me to be important too that Members should form a view on the scheme sooner rather than later and that this be transmitted to the County Council as soon as possible. I set out my comments below on the major issues in turn, although in structuring my report in this way I should stress that the proposals should be viewed 'in the round' rather than as a series of unrelated benefits and dis-benefits.

Policy

There can be no doubt that there is a fundamental conflict between what is proposed in this application and the current, approved planning policy base for the area (the Kent Structure Plan and the North West Kent Town Map). The major conflicts are in terms of development in the Green Belt and the provision of retail floorspace on a massive scale on a 'free standing' site unrelated to established shopping centres. These conflicts with policy are those mentioned most frequently by other local authorities in their comments on the proposals.

Dealing firstly with the Green Belt issue, there is no dispute that the site has been within the Green Belt since it was first established around London in the 1950's (at that time of course the excavation of Western Quarry had not been underway for long, and the site would much more have had the appearance of open countryside than it does today). Conflict with Green Belt cannot therefore be argued out, only set aside or over-ridden.

My comments on this are three-fold. Firstly, whilst the quality or character of Green Belt land should not be a factor in forming a view as to the appropriateness or otherwise of a site's being in the Green Belt, the question must arise in relation to a site like Western Quarry as to whether it now makes (or could do when otherwise restored) a meaningful contribution to Green Belt policies in terms of safeguarding open land around settlements. Secondly, whilst I have never regarded the Green Belt as being simply the open land which is, as it were, 'left' after provision has been made to accommodate all the likely housing and employment demands arising within the area, I think it has to be recognised that the North West Kent Town Map - and to a lesser extent the Structure Plan - were brought forward at a time when North West Kent's economic climate was far more temperate than it is now and when the levels of unemployment and of closures we are now seeing would have been inconceivable. For the future, I think debate about land requirements for the major land uses (housing and employment) on the one hand and the extent of the Green Belt on the other will need to be much more closely integrated than historically they have been. Further, the Town Map and the Structure

Application No

4

Zoning

Applicant's

Date Recvd

Correspondent's

File Ref

Names & Addresses

Location of
DevelopmentDescription of
Development

fruition, there is still a willingness (albeit it diluted) by investors to fund the construction of new retail floorspace in and near the town centre. Payless and B & Q are now under construction, and the North East Quadrant is to go ahead later in the year.

Employment

Significant gains in employment are perhaps the least arguable of the benefits claimed to flow from the proposals. Consultants for the project have studied employment levels in other major centres and have produced the following estimates of the jobs that would be created by the operation of the scheme:

durable and convenience retail	~ 3,992
retail warehousing	- 265
ancillary service	- 59
maintenance	- 100
leisure complex	- 240

Total jobs - 4,656

The estimated employment generated is expressed in terms of 'full-time equivalent' jobs. Given that many of the jobs would be part-time, the actual number of people employed by the development would be greater than the 4,600 jobs quoted above. In addition of course there would be significant additional - although transient - job creation during the construction phase of the project.

On the debit side on the employment issue, two points are worth making. Firstly the estimated 4,600 jobs will not be an absolute net gain. There is bound to be a certain amount of redistribution of employment within the catchment area consequent upon the restructuring of retailing which is bound to take place to a certain extent if the project proceeds. Secondly, the majority of the jobs will be for part-time female employment. Although I would not wish to understate the importance of any local employment creation, it is clear that the project should not be seen as a panacea for the widespread structural employment changes which have affected North West Kent in recent years and which seem likely to continue for some time to come yet.

Traffic

Discussions on the traffic impact of the proposals have centred on the following:

- (i) the probable traffic attraction by Blue Water Park, particularly at typical busy periods (the Friday pm peak - when attracted traffic plus existing traffic is at its height - and the Saturday peak - when attracted volumes are greatest);
- (ii) the distribution pattern of attracted traffic between approaches;
- (iii) the design year for assessment of traffic impact and likely changes in general traffic movements between now and then due to traffic growth and the re-assignment effects of new highway provision;
- (iv) levels of traffic on the North West Kent highway network

Application No

4

Zoning

Applicant's

Date Recvd

Correspondent's

Location of

Description of

File Ref

Names & Addresses

Development

Development

elsewhere? Notwithstanding these qualifications, I set out below the figures for Dartford town centre and the immediately neighbouring centres (the complete study - which deals with a much wider area of course - will be available for inspection prior to the meeting). The agreed assumption for the study so far as other similar proposals is concerned is that the Thurrock scheme ('Lakeside') which was the subject of a recent local inquiry, will proceed.

The study examines convenience and durable expenditure separately, as shown in the table which follows:

CONVENIENCE IMPACT IN 1991 (£'000s)

Centre	Turnover	Blue Water Park		Lakeside		Combined	
		Trade Diversion	% Impact	Trade Diversion	% Impact	Trade Diversion	% Impact
Dartford	23,450	1,176	5.0	587	2.5	1,681	7.2
Gravesend	27,522	1,256	4.6	455	1.7	1,641	6.0
B'Heath	24,766	258	1.2	154	0.7	396	1.6
Crayford	37,458	108	0.3	107	0.5	205	0.5
Swanley	14,996	779	5.2	446	3.0	1,174	7.8

DURABLE IMPACT IN 1991

Dartford	43,150	4,238	9.8	2,890	6.7	5,990	13.9
Gravesend	56,856	5,712	10.1	3,177	5.6	7,619	13.4
B'heath	55,878	7,431	13.3	6,362	11.4	11,980	21.4

COMBINED IMPACT 1991*

	Turnover	Blue Water Park		Lakeside		Combined	
		Trade Diversion	% Impact	Trade Diversion	% Impact	Trade Diversion	% Impact
Dartford	66,600	4,778	7.2	2,893	4.3	7,671	11.5

*(total figures derived by me from the consultants' individual figures).

The study shows (as one would expect) that in general terms the higher-order centres with their greater emphasis on durable shopping would lose proportionately more of their trade to Blue Water Park than would the smaller centres. For Dartford, the forecast impact levels are clearly significant and cause for some concern. I am particularly anxious about the impact on the convenience sector, because although the forecast impact is lower than for durables, there is no doubt that in Dartford (perhaps more so than in the neighbouring centres) the major food stores act as very significant magnets for the town centre as a whole. This is especially true of Sainsbury's which was shown in the 1982 shoppers survey in Dartford to be the most significant single trade draw in the town. It is however important to maintain a sense of perspective in relation to these figures. Firstly, DOE guidance on the impact question makes it plain that it is not the purpose of planning to stifle competition and that impact should only be regarded as an issue if the viability of a centre as a whole is at risk. I think it would be very difficult to establish that this was the case on the basis of the figures now coming out of the impact assessment. Secondly, notwithstanding the prospect of Blue Water Park coming to

Application No

4

Zoning

Applicant's

Date Recvd

Correspondent's

File Ref

Names & Addresses

Location of

Development

Description of

Development

has now prepared a revised programme of working which shows virtually the whole of the chalk requirement for the period 1987-1993 coming from Western Quarry. The applicants state that the development site will be made available for construction as chalk-working proceeds and that the area of the quarry required for Blue Water Park will be excavated and backfilled by 1990. There would be no sterilisation of consented chalk reserves as a result of the development proceeding.

In the light of the above, the only remaining questions on the chalk issue are whether it might be possible to take additional chalk from Western Quarry beyond the consented reserves and, if so, would the current proposals prevent this. Essentially, of course, this means even deeper digging than is currently being carried out. Both the County Council's minerals staff and Blue Circle Industries have looked at this question in detail and conclude that deeper digging would give only an additional 6-12 months chalk supply. I do not regard this additional yield as significant and furthermore it would have serious negative effects. It would make restoration to a landform (for whatever use) that much more difficult and, in relation to the current proposals, would have serious constructional and programming implications.

Visual Impact/Landscaping

The amount of floorspace and the levels of activity proposed in the application will clearly generate structures of a massive scale. Their siting on the floor of what is an equally massive excavation will mean however that in broad terms the buildings will be visually contained by the landform/landscape rather than that they will dominate it. I am satisfied in my own mind that the site and the proposals represent an opportunity to create an exciting built form of the highest order of visual interest and quality.

I am less persuaded however as to the acceptability of the landscaping proposals. This seems to me to be an area where much more thought is needed generally. In particular, I would regard the proposals for the very extensive areas of car parking as inadequate and quite unacceptable in their present form.

Environment/Nature Conservation

Bearing in mind the scale of the proposals, there are relatively few residential properties close to the site which are likely to be affected by the development. I do however share the concern expressed by some residents (and echoed by the Environmental Services Officer) about possible disturbance to existing housing areas from increased noise levels. Outdoor water sports areas and public address systems have been mentioned as particular points of concern.

The nature conservation interest of the site is very limited and is, I understand, centred on chalk flora in the south eastern corner of the quarry. This is the subject of discussion between the parties.

Leisure/Tourism

Although I would not regard the leisure elements of the proposals as a major issue in planning terms, they are clearly a significant part of the overall package. The developers see them as broadening the appeal of what they propose, although they expect their impact to be one of extending the duration of visits to the site rather than attracting significant numbers of additional visitors in their own right. A further report on the nature and implications

Application No

4

Zoning

Applicant's

Date Recvd

Correspondent's

Location of

Description of

File Ref

Names & Addresses

Development

Development

(including Blue Water Park traffic) in the design year.

The traffic study shows that the development is likely to attract between 17,800 and 22,500 vehicles on a typical Friday, and between 24,500 and 26,200 vehicles on a typical Saturday. The predicted flows for the Friday peak hour (1700-1800 hours) are between 1,730 and 2,180 vehicles inbound and between 1,570 and 1,980 outbound. For the Saturday peak (1400-1500 hours) the figures are 3,010 to 3,220 inbound and 2,790 to 2,990 outbound. The assumptions as to distribution by approach corridor are:

A296 west	- 9%
Bean Road south	- 1%
A226 east	- 2%
A2 east	- 26%
A2 west of M25	- 22%
Dartford Northern Bypass	- 10%
M25 south	- 15%
Dartford crossing	- 15%

The traffic investigations have looked particularly closely at the forecast effects of the development on seven key junctions as follows:

- (1) Site access junction with Bean Road.
- (2) Bean Road interchange with A2.
- (3) Bean Road intersection with A296 Watling Street.
- (4) Bean Road intersection with A226 London Road.
- (5) Cotton Lane intersection with A226 London Road.
- (6) Gore Road intersection with Princes Road/Watling Street.
- (7) A2 interchange with M25/A282.

Junctions (1) to (4) will be improved as a result of proposals forming part of the application (as will Bean Road itself). So far as (5) to (7) are concerned, the applicants make the point that there are proposals to improve them regardless of whether Blue Water Park proceeds, although they do acknowledge that the development would take up much of the additional capacity which will result from these junction improvements. In my view this is a most unsatisfactory way to proceed, and I question whether the applicants are taking a broad enough view of the network implications of their proposals. In particular, I think a strong case can be made for arguing that the development should make at the very least a major funding contribution to the completion of Stage 1 of the Thameside Industrial Route i.e. Stone Marshes to Station Road/ Bean Road.

Minerals

One of my major concerns when the application was first submitted was that it might result in the sterilisation of chalk reserves in Western Quarry (indeed this point has been made by a number of the consultees). Members will know that it has always been the Council's policy that as much chalk as possible should be taken from Eastern and Western Quarries for the Northfleet and Swanscombe Works in order to minimise the need to identify sites for new quarries. Historically the two quarries have been worked in tandem and indeed when Northfleet was operating at its higher production levels in the 1970's, the company argued that it was operationally impossible to work two faces of the scale and pace necessary within one quarry. With the recent reductions in productive capacity this is no longer the case, and the company

PLANNING COMMITTEE

8 AUGUST 1988

Item A 0008

DA/88/0142 MR. & MRS. HANNABUSS,

ERECTION OF FIRST FLOOR SIDE
AND SINGLE STOREY REAR
EXTENSIONS.11.04.88 MR. S. J. OAKES,
Rev:27.05.88 54 WINDSOR DRIVE,
DARTFORD,
KENT, DA1 3HN.

O/S/P14

14 SWAISLAND ROAD, DARTFORD,
KENT.

Parish/Ward: Dartford Gundulf

Zoning: Residential

RECOMMENDATION: APPROVAL

PROPOSAL AND SITE DESCRIPTION

This item was deferred from the last Committee meeting (Item 317, Page B39) for a site meeting and my previous report is reprinted below for Members' convenience.

No. 14 Swaisland Road is a substantial modern detached house situated on the northern side of the road, similar type properties exist in the near vicinity.

There is at present a single storey attached garage at the side of the property which is set back behind the front main wall of the premises some 4.5 metres, and extends up to the common boundary with No. 12 Swaisland Road.

The proposal is to extend the garage at the front, up to and forward of the main wall a distance of 1 metre on the ground floor with a first floor extension above lining up with the front main wall of the property.

A new front entrance porch and bay windows will also form an additional feature at ground floor, together with a single storey extension at the rear to enlarge the kitchen and lounge.

This addition will project out from the rear a distance of 3.6 metres.

The existing roof at the side will be extended in the form of a hipped end to match that already existing and the proposed materials will match those of the existing premises.

CONSULTATIONS

The view of the Technical Services Officer are awaited.

The owner of No 12 Swaisland Road objects to the proposed side addition and its appearance when viewed from his property. Concern is also expressed at possible encroachment of the proposed works, the question of the defining of the common boundary between the properties, and the position of the existing building which was constructed some years ago and would appear to be over and extending onto his land.

Application No

Zoning

Date Recvd

File Ref

Applicant's

Correspondent's
Names & AddressesLocation of
DevelopmentDescription of
Development

4

of the leisure elements is now being prepared by consultants within the developer's general aim of providing variety and continuity. I view this part of the package as a valuable bonus for the Borough in leisure and tourism terms.

Conclusions

Clearly in this report I have only been able to deal with the main issues which the proposals raise. The more detailed implications of the project have been the subject of discussions with the applicants and the County Council, and if Committee and the County resolve to support the proposals this dialogue will need to continue.

In the comments I have set out in my report, I have expressed reservations on some key issues. Overall however I have no hesitation in saying to Members that I view the project as one which should be strongly supported. I say this for a number of reasons. Firstly, it represents an imaginative - if not to say dramatic - 'solution' to the restoration and after-use problems raised by the extraction of chalk on a huge scale from Western Quarry. Secondly, notwithstanding some concern about retail impact, it will provide a tremendous boost to the economy of North West Kent both in terms of job creation and in harnessing spending power within the Borough (i.e. wealth-creation in the broadest sense). Thirdly, there will be an undoubted - although intangible and unquantifiable - uplift for the whole image of the Dartford area, which can only have a positive impact on people's perception of the area and on other decisions which flow from this, especially in relation to investment prospects.

My reservations about the proposals concern: (1) retail impact (convenience shopping); (2) highways; (3) impact on the local environment; (4) landscaping. I suggest that these be embodied in the recommendation to the County Council.

Finally, I remind Members of the point I made in discussing policy issues, that if Committee resolves to support the proposals then the site should be removed from the Green Belt through the Local Plan machinery. I suggest that this be formalised by way of resolution now.

I RECOMMEND that the County Council be advised that the Borough Council:

- (1) strongly supports the Blue Water Park proposals in principle;
- (2) has reservations about:
 - (a) the retail impact of the scheme in relation to convenience shopping in Dartford;
 - (b) the traffic impact of the scheme on certain junctions on the Dartford highway network not forming part of the application proposals, and the absence of proposals to implement stage 1 of the Thameside Industrial Route;
 - (c) the effects of the scheme on the local environment (and asks for all reasonable steps to be taken to avoid nuisance to all adjoining residential or other noise sensitive developments);
 - (d) the general approach to landscaping, particularly the treatment of the surface parking areas;

The County Planning Officer
Kent County Council
Springfield
 Maidstone
Kent ME14 2LX

Mr J C Underhill
207

C/P4/LA/88/0336/OUT

9 August 1988

Dear Sir

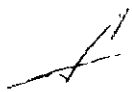
TOWN AND COUNTRY PLANNING ACT 1971

THE EFFECT OF A REGIONAL SHOPPING CENTRE WITH
RECREATIONAL AND LEISURE FACILITIES AND ASSOCIATED
ACCESS ROADS, INCLUDING ALTERATIONS TO EXISTING HIGHWAY
NETWORK, AND 10,000 CAP PARKING SPACES,
WESTERN QUARRY AND ADJOINING LAND, WATLING STREET, STONE,
DARTFORD, KENT.

I refer to the planning application submitted in respect of the above proposal
and would like to inform you that the Borough Council:

- G1 Strongly supports the revised Blue Water Park proposals.
- G2 Is satisfied that the traffic impact of the development has been
satisfactorily accommodated by the revisions made, subject to:
 - (a) the new and improved highways being completed before the development
is operational,
 - (b) investigations being undertaken into the practicality of measures
which might be taken to minimise any potential conflicts between
traffic movements arising within Bean village and traffic attracted
to the development, especially in terms of movements to A249 within
- G3 Urges the County Council to include proposals to minimise the environmental
impacts of the road proposals upon Hope and Ightham Cottages.
- G4 Reiterates its previous view that great attention should be given to the
general landscaping approach and particularly to the treatment of surface
car parking areas.

Yours faithfully



Development Services Officer

James Hehir
John M Wilson
Sidney W Taylor

Chief Executive &
Director of Finance
Director of Administration
Director of Operations

DARTFORD

Borough Council

Civic Centre, Home Gardens, Dartford, Kent, DA1 1DR.
Tel: (0322) 343434

Please ask for Mr. J.C. Underhill.

My Ref: O/P4/DA/88/0336/OUT

Date: 16th August 1988

Dear Sir/Madam,

Town and Country Planning Act 1971
The erection of a Regional Shopping Centre with
recreational and leisure facilities and associated
access roads, including alterations to existing highway
network, and 10,000 car parking spaces.
Western Quarry and adjoining land, Watling Street, Stone
Dartford, Kent.

Reference is made to your representations received in respect of the above proposal.

I wish to inform you that the proposal was considered at the Council's Planning Committee meeting held on 8th August 1988. It was resolved that the Borough Council informs the Kent County Council that it:-

1. Strongly supports the revised Blue Water Park proposals.
2. It is satisfied that the traffic impact of the development has been satisfactorily accommodated by the revisions made, subject to:
 - (a) the new and improved highways being completed before the development is operational,
 - (b) investigations being undertaken into the practicality of measures which might be taken to minimise any potential conflicts between traffic movements arising within Bean village and traffic attracted to the development, especially in terms of movement to the A2
3. Urges the County Council to include proposals to minimise the environmental impacts of the road proposals upon Hope and Ightham Cottages.
4. Reiterates its previous view that great attention should be given to the general landscaping approach and particularly to the treatment of surface car park areas.

The application is one that will be considered by the Kent County Council and will then be the subject of a Local Inquiry commencing on 11th October 1988. Representations received by the Borough Council have been forwarded to the County Planning Officer who will inform you of the County Council's views on the application in due course.

MR P E EWESS
1 IGHTHAM COTTAGES
BEAN LANE
BEAN
DARTFORD
KENT

Yours faithfully,


Development Services Officer

James Hehir

John M Wilson
Sidney W Taylor

Chief Executive &
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Yours faithfully,

Mrs Hayward
Dartford & District Ratepayers
Association
24 Tredegar Road
Wilmington
DARTFORD
Kent DA2 7AZ


Development Services Officer

James Hehir
John M Wilson
Sidney W Taylor

Chief Executive &
Director of Finance
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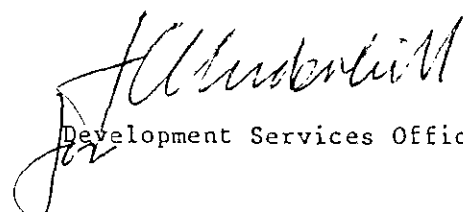
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Yours faithfully,

Mr L G Holt
London Green Belt Council
13 Oakleigh Park Avenue
Chislehurst
Kent BR7 5PB


Development Services Officer

James Hehir
John M Wilson
Sidney W Taylor

Chief Executive &
Director of Finance
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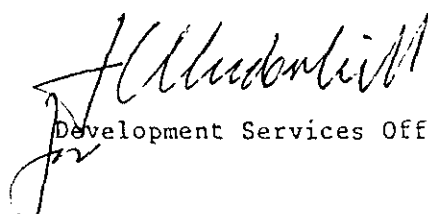
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Yours faithfully,

Mrs Linsdell
Stone Action Group
32 Clarendon Gardens
Stone
Dartford
Kent


Development Services Officer

James Hehir
John M Wilson
Sidney W Taylor

Chief Executive &
Director of Finance
Director of Administration
Director of Operations

DARTFORD

Borough Council

Civic Centre, Home Gardens, Dartford, Kent, DA1 1DR
Tel: (0322) 343434

Please ask for Mr.J.C.Underhill.

My Ref: O/P4/DA/88/0336/OUT

Date: 16th August 1988

Dear Sir/Madam,

Town and Country Planning Act 1971
The erection of a Regional Shopping Centre with
recreational and leisure facilities and associated
access roads, including alterations to existing highway
network, and 10,000 car parking spaces.
Western Quarry and adjoining land, Watling Street, Stone
Dartford, Kent.

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Yours faithfully,

Wilmington Society
Mr G Allan
Secretary
22 Hook Green Lane
Wilmington
Dartford
Kent DA2 7AJ


Development Services Officer

James Hehir

John M Wilson
Sidney W Taylor

Chief Executive &
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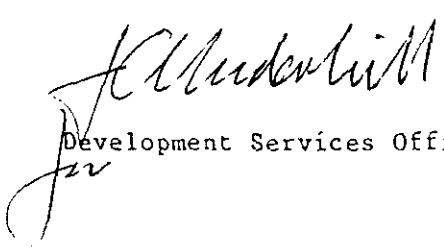
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Yours faithfully,

Mrs B G Martin
(Hon Secretary)
Bean Residents Association
67 Stonewood
Bean
Kent


Development Services Officer

James Hehir
John M Wilson
Sidney W Taylor

Chief Executive &
Director of Finance
Director of Administration
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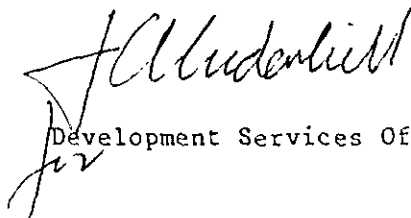
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Yours faithfully,

MR & MRS D L GRAY
48 ST JAMES LANE
STONE
DARTFORD
KENT


Development Services Officer

James Hehir

Chief Executive &

Director of Finance

John M Wilson

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Sidney W Taylor

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Yours faithfully,

MR R J KEMP
THE WHITE HOUSE
31 BEAN ROAD
BEAN
DARTFORD
KENT


Development Services Officer

James Hehir *Chief Executive &
Director of Finance*
John M Wilson *Director of Administration*
Sidney W Taylor *Director of Operations*

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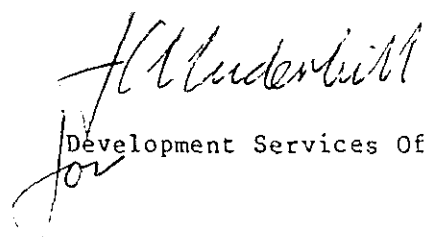
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Yours faithfully,

MRS C BAKER
2 BLUEHOUSE COTTAGES
OFF SANDY LANE
BEAN
DARTFORD
KENT


Development Services Officer

James Hehir
John M Wilson
Sidney W Taylor

Chief Executive &
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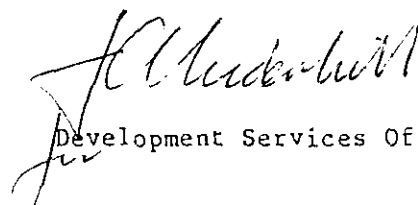
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MRS D MILES-BISHOP
10 COBHAM TERRACE
BEAN ROAD
GREENHITHE
KENT


Development Services Officer

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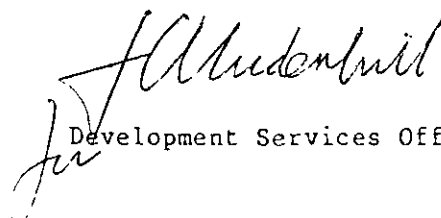
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21 ST JAMES LANE
HORNS CROSS
GREENHITHE
KENT


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James Hehir
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Chief Executive &
Director of Finance
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Yours faithfully,

Planning Assistant,
Kent Trust for Nature Conservation
The Annexe,
1a Bower Mount Road,
Maidstone, Kent ME16 8AX.


Development Services Officer

Public Notices
Certificate of
Statutory display

SERO ref *RSE/SG/2/35/11*
LA ref *2*

To:

The Director (Transport),
South East Regional Office,
Federated House,
London Road,
DORKING,
Surrey,
RH4 1SZ

From:

(Local authority's stamp)

Title of Order

STOPPING UP OF HIGHWAYS (COUNTY OF KENT) (No. 1)
ORDER 198

Local authority's certificate

I certify that public notices about this draft/made* Order were posted at the ends of the highway(s) affected on 198 , as required by Act of Parliament. My Council will maintain these notices throughout the objection period.

Signed *Erin Daly* Date *22nd August 1988*

* delete as appropriate



DEPARTMENT OF TRANSPORT

TOWN AND COUNTRY PLANNING ACT 1971

Notice is hereby given that a local public inquiry is to be held into a proposal by the Secretary of State for Transport to make an Order under sections 209 and 216 of the above Act. If made this Order would authorise the stopping up of parts of the westbound exit and entry slip roads and the eastbound exit slip road between Bean Lane and the A2 trunk road, lengths of Watling Street (A296). Bean Road (B255), Hedge Place Road and Footpath DR15 at Stone in the District of Dartford in the County of Kent. This would enable Blue Water Park plc to develop the Western Quarry, Bean Road, Stone, as a regional shopping centre in accordance with an application for planning permission that stands referred to the Secretary of State for the Environment in pursuance of a direction under section 35 of the said Act.

The inquiry will be held at The Council Chambers, Dartford Borough Council, Civic Centre, Home Gardens, Dartford on Tuesday 8th November 1988 commencing at 10.00 am.

The Secretary of State hereby appoints Mr K G Smith BSc (Econ) MRTPI to hold this inquiry.

MRS P J CARTER
A Senior Executive Officer
in the Department of Transport



Departments of the Environment and Transport

South East Regional Office

Charles House 3/5 Kensington High Street London W14 8QH

Direct line 01-805 9069
Switchboard 01 805 9000
GTN 2570

Planning Services Officer
Dartford Borough Council
Civic Centre
Home Gardens
Dartford
KENT DA1 1DR

Your reference:

Our reference:
SE2/5062/219/15

Date
24 August 1988

Dear Sir/Madam

TOWN AND COUNTRY PLANNING ACT 1971 - SECTION 35
APPLICATIONS FOR PLANNING PERMISSION TO DEVELOP THE WESTERN QUARRY AND ADJOINING
LAND AT DARTFORD, KENT AS A REGIONAL SHOPPING CENTRE

1. I am writing on behalf of the Secretary of State about applications ref nos
DA/86/0391/OUT and DA/88/0336/OUT which have been referred to him in accordance
with section 35 of the Act.

2. The Secretary of State has appointed an Inspector to hold a local inquiry
into the application and Mr K S Smith, BSc (Hons) MRTPI, will attend for this
purpose at the Council Chamber, Dartford Borough Council, Civic Centre, Home
Gardens, Dartford, Kent on 11 October 1988 at 10.00 am.

3. I enclose a copy of a note prepared by the Inspector, following the
pre-inquiry meeting held on Friday 29 July 1988, detailing the arrangements and
timetable to be followed at the inquiry on 11 October 1988.

Yours faithfully

L. Reid

LORRRAINE REID

ENC

D/1707/ADB/P

BLUE WATER PARK APPLICATION

PRE INQUIRY MEETING

FRIDAY 29 JULY 1988, DARTFORD (ref SE2/5062/219/15)

Note by K G Smith - Planning Inspector

[Inquiry to open Tuesday 11 October 1988, Dartford Civic Centre]

Those present included:-

Mr G Stone, of Counsel, on behalf of Gravesham BC and LB Bexley.

Mr G Stephenson, of Counsel, on behalf of Kent CC and Dartford BC.

Mr D Keene QC, on behalf of Blue Water Park plc.

Mrs Browning - Stone PC.

Mr T Bowen - Hartley PC.

Mr Hughes - Horton Kirby PC.

Mrs Blackman - Bean Residents' Association.

1. Kent CC will appoint a Programme Officer. The Acting PO is Mrs Duncan - telephone 0622 671411 extension 4288 - pending appointment of a replacement.

The PO is to be a person not directly connected with the application.

Duties would include acting as the link person, listing representations received, co-ordinating/advising of attendance times at the inquiry, updating document list, attendance at LI to fulfil these duties.

2. Inquiry sessions 1000-1700 hours on Tuesdays, Wednesdays and Thursdays but closing at 1500 approximately on Fridays. One hour for lunch.

3. Venue - Council Chamber, Dartford Civic Centre.

Dartford LBC/Kent CC to make provision for:- the laying out and display of plans, a location facing the body of the room for witnesses, copying facilities, telephone, Inspectors' retiring room, a secure location for the storage of papers overnight, a limited number of car parking spaces.

4. Documents, Plans, Photographs, Sketches, Proofs. Each party to provide a comprehensive list, with a simple numbering system eg Kent CC/Dartford BC could use the prefix "K", Gravesham/Bexley could use the prefix "G" and the appellant could use "B" or "BWP"; then consecutive numbers from 1 upwards. Each witness would not adopt his or her own numbering system.

Two copies of each Proof to be provided for the Inspector.

15-20 copies of documents etc are likely to be required.

Circulars, DCPN's, PPG's etc are not to be submitted as documents.

Kent CC/Dartford BC to be responsible for the submission of all policy documents.

5. Units of measurement to be metric or have metric equivalents.

6. All Proofs of Evidence - to be exchanged 14 clear days before the LI opens - ie Monday 26 September.

The exchange is to be co-ordinated by the Programme Officer.

There could be a problem with the provision of the Gravesham/Bexley shopping case - the consultant who had been appointed is ill. A replacement is to be provided.

In general the proof summaries will be the only parts read out at the LI - subject to xx on the whole proof and dealing in more detail with complex matters. A flexible approach will be adopted.

7. Main issues - as specified in the Secretary of State's Rule 6 letter of 3 June 1988. Also the SE Thames Regional Health Authority has made representations (14 August 1986 and 26 April 1988) against the sterilisation of chalk reserves.

A schedule of conditions should be prepared by the parties - to be presented to the LI by planning witnesses, to afford xx on points of detail. Conditions are not to be left for closing submissions.

Any legal agreements should be executed before the close of the LI.

8. Basic data/information

Retail matters

a. Agreement has been reached on most of the basic data items in the letter of 17/5/88 from Mr J Greenfield. Work continues on expenditure/head projections - convenience and durable.

b. Gravesham/Bexley will submit an impact study. The work will include the question of retail need.

c. Studies are to include findings for growth or decline 1986-96, as well as the 1996 impact.

d. The essential aim is to be able to compare studies and their findings.

e. Assumptions are to be made clear on matters such as:

i. whether equilibrium is assumed in 1986 between turnover and expenditure; and

ii. the method of assessing the 1996 turnover of centres, including any allowances for some centres possibly growing faster than others.

f. Spreadsheets are to be made available to other parties/authorities.

g. Questionnaires used to analyse shopping patterns are to be made available as in 'f'.

h. Shopping consultants to continue discussions in order to be fully aware of the methods etc used by others.

i. Fuller profiles of relevant centres to be a matter for evidence and professional opinions. However some of the statistical data could be agreed before the LI. Information is sought by the Inspector about the levels of buoyancy of the centres, to build up a picture of their degree of strength and vibrancy, so that this could be weighed against the impact figures. Factors in assessing buoyancy include:

I. Zone A rental levels.

II. Vacancy rates - floorspace and/or properties.

III. Lengths of vacancies.

IV. Comparison with 'average' vacancy rates.

V. Possibly an analysis of whether vacancies are mainly confined to secondary pitches or whether they are common in prime areas.

VI. The less easily quantified subject of the general maintenance and upkeep of properties in centres, the attractiveness of centres, their ease of use by reason of such factors as access and car parking.

j. Retail consultants are to analyse the effects of retail impacts on the centres of concern in terms of vacancies and the status and functions of the centres. This may not be necessary for every centre of concern.

Highways and traffic

Department of Transport not represented at the meeting. Inspector to check (via staff in Tollgate House) - if the draft S209 orders have been prepared, whether the orders are to be dealt with at this inquiry, will the DTP be represented at the LI?

Gravesham/Bexley have no highways case to present.

Base data to be agreed where possible between Department of Transport/County Surveyor/applicant. Even if the major participants at the LI agree that highways issues can be resolved, this remains an important matter for the inquiry and it figures high in the concerns of the Parish Councils/residents.

Parish Councils and residents seeking advice/information on highway matters should contact Mr Pugh of Messrs Berwin Leighton (01 588 2740).

Highway data for possible agreement include:

i. Daily traffic flows generated - Fridays and Saturdays.

ii. PM Friday Peak hour in/out flows.

iii. Maximum Saturday flows.

- iv. Passing movements diverted to the site.
- v. Bus facilities - existing services, provision on site.
- vi. Distribution of flows on the highway system.
- vii. Existing flows and growth rate.
- viii. Agreed design date flows.
- ix. Capacity assessments for relevant links and junctions, including information as to any extension to the "life" of the link/junction (up to its practical capacity).
- x. proposed highway works necessary to overcome problems.

The maximum level of comparability of figures from opposing sides is sought.

Noise/Air Pollution

It appears that there may be no technical evidence on these matters opposing the applicant's case. Kent CC/Dartford BC are to comment on the acceptability of the BWP figures - on background levels at sensitive locations, increases as a result of the proposals (eg by noise on site or traffic increases), the attenuating effects of specific measures to ameliorate problems - for noise/air pollution as applicable. Residents can contact Mr Pugh for advice on these matters.

Site Description

BWP is to draw up a site description, including the site, surroundings and relevant highways - written in an objective manner and omitting emotive terms - for agreement with Kent/Dartford and Gravesham/Bexley.

Planning History

Kent CC/Dartford BC to provide a factual history of relevant development control matters.

Description of the Proposal

Applicant to provide and circulate a descriptive statement, if possible in advance of the proofs.

9. Sequence of cases/witnesses etc:

- a. The inquiry will not be arranged on a topic basis. However efforts are to be made to achieve some grouping of the retail cases.
- b. LI opening - short opening statements by BWP, Kent/Dartford, Gravesham/Bexley, followed by a fuller opening by BWP.
- c. Closing submissions - in reverse order, and to be typed, either before presentation or taped and a typed copy provided as soon after the close of the inquiry as possible. An adjournment could be arranged before the closing submissions if required to assist in the typing of statements.

d. The anticipated number, order and specialism of witnesses is as follows:

Applicant:

1. Architect
2. Landscape architect
3. Leisure
4. Planning/green belt
5. Company
6. Minerals
7. Retail - agency, including qualitative aspects of shopping in the area
8. Retail - need, impact, employment
9. Highways - quantum of traffic
10. Highway works

Kent CC/Dartford BC:

1. Retail
2. Planning - KCC
3. Planning - DPC
4. Environment - DPC
5. Highways - KCC

Gravesham/Bexley:

1. Planning - GBC
2. Planning - BDBC
- *3. Agricultural restoration/after use
4. Retail

*discussions to be held with applicant on this topic. Possibly this witness may not be needed.

10. Inquiry Programme

Current estimates are that the applicant's case will require 8 days, Kent/Dartford 4 days and Gravesham/Bexley 3 days. Residents and other bodies will appear after the Gravesham/Bexley case - there is limited information at this stage as to the appearances of others in addition to the 3 Parish Councils and one Residents' Association - possibly 1 or 2 days of inquiry time for interested persons.

In all it appears that the inquiry will last about 4 weeks - longer if S209 orders are also to be considered.

[Additional note by Inspector - if the estimates of time required for the cases are too generous, parties should be prepared to have some flexibility in the times of appearance of their witnesses].

11. Parish Councils/Residents' Association

There could be advantage in collaboration on matters of common concern in both the preparation and presentation of cases.

12. Gravesham/Bexley request a rule 6 statement from the applicant. BWP would provide if requested. Inspector to consider this matter.

The Inspector thanks all those who attended the pre-inquiry meeting and is particularly grateful for the co-operation which has been and is being given towards the smooth running of the inquiry.

K. G. Smith

K G SMITH
Inspector

Copy to all those represented at the meeting and other bodies who have indicated that they may attend the inquiry.

Addendum

Since the meeting, contact between Mr J Greenfield, of Tollgate House, and BWP has revealed that there are no complications or disagreements over the S209 Orders and they will be available for consideration at the inquiry, possibly about 2 weeks after the opening.



Montagu Evans

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Planning Department
Springfield
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Consultants
T J Nardocchia OBE BSc FRICS
R H Stanley FRICS

Secretary M J Bryant FCA

Your reference

Our reference

LJE/SJR/PD.1488

8 September 1988

Dear Mike

BLUE WATER PARK

I enclose herewith a set of the current master plans which we would wish to present to the inquiry in October. You will see that the principal components and layout are unchanged but that there are a number of amendments to detailed layout, particularly of the car parking areas, and to the leisure facilities. You will see that the monorail and aquastadium, both indicated on the original application master plan, but deleted from the second have been reinstated. For ease of comparison, I enclose herewith a note of the main amendments arising.

I trust that you might have the opportunity to consider the plans prior to our liaison meeting tomorrow lunchtime in order that we can discuss the plans in greater detail at that time

I also enclose a copy of the formal letter of invitation to the public exhibition next week - an open invitation to you and your colleagues is of course extended!

Yours sincerely

SJ Randau
PP LYNNE EVANS

cc. J Underhill

BLUE WATER PARK MASTER PLAN

SEPTEMBER 1988

Note of Main Revisions following submission of Master Plan accompanying second planning application.

1. The radial car parking pattern has been refined and reinstated.
2. The multi deck car parks have been refined and designed in position.
3. The position of the coach park and retail warehouses have been transposed, to allow the provision of a larger coach park area.
4. The leisure facilities on the waterfront have been refined with the inclusion of the bowling centre and waterside pub.
5. The monorail and aquastadium have been reinstated.
6. The garden centre has been relocated to reflect recommendations by the landscape architects.
7. A water spout has been added to the lake in the south eastern corner to introduce a feature of interest to this area of water.



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J P A Forsyth BSc FRICS	
C M M Whyte BSc ARICS	Secretary M J Bryant FCA

Your reference

Our reference LJE/SJR/PD.1488

6 September 1988

Dear

BLUE WATER PARK SHOPPING AND LEISURE CENTRE, WESTERN QUARRY, STONE

You will be aware that my Clients, Blue Water Park Plc are proposing a shopping and leisure centre at Western Quarry, Stone. The scheme is to be considered at a public inquiry this October.

I am writing to advise you that my Client together with other members of the Blue Water Park team will be at the Pavilion, Stone Recreation Ground on Tuesday 13 September between 2.00 pm and 9.00 pm and would be pleased to meet with you in order to discuss the scheme in greater detail and answer any queries you may have on the proposals.

The original planning application for the scheme was submitted in June 1986, and since that time Blue Water Park Plc has been working in close consultation with Dartford Borough Council, Kent County Council and the Department of Transport to progress the scheme particularly in respect of the proposed access and highway works. This progress has resulted in a second amended application being submitted this April.

I have written specifically to those people and groups who responded in writing to Kent and Dartford on our second application. However, we would of course be pleased for anyone who is interested in the scheme to come along on 13th and so if you are aware of anyone else who may wish to attend - perhaps you would be so kind as to extend an invitation or alternatively you may prefer to inform me so that I can contact them direct.

We look forward to seeing you on 13th but in the meantime please do not hesitate to contact me to discuss any aspects of the scheme.

Yours sincerely

LYNNE EVANS



Montagu Evans

Chartered Surveyors

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J Underhill Esq
Dartford Borough Council
Civic Centre
Home Gardens
DARTFORD

Your reference

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Our reference LJE/SJR/PD.1488

16 September 1988

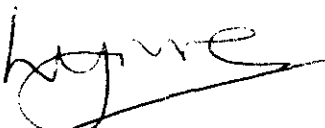
Dear Julian

BLUE WATER PARK

I enclose herewith, as requested a further copy of the second Blue Water Park planning application for placing on deposit as part of your Rule 6 Statement.

I hope that the letter accompanying the amendments to the application will be submitted early next week, following discussion with the DOE and the completion of the new plans.

Yours sincerely



LYNNE EVANS

cc. M Parsons Esq - Kent County Council (letter only)



Montagu Evans

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Secretary M J Bryant FCA

Your reference

Our reference

LJE/SJR/PD.1488

20 September 1988

Dear Sir

TOWN AND COUNTRY PLANNING ACT, 1971, WESTERN QUARRY, STONE,
DARTFORD.

We refer to the planning application which we submitted on behalf of our Clients, Blue Water Park Plc on 21 April 1988 for a regional shopping and leisure centre, together with access roads, including alterations to the existing highway network and 10,000 car parking spaces, at Western Quarry, Stone, Dartford.

Since the submission of the application we have made a number of amendments to the scheme. We are therefore now writing formally on behalf of our Clients to amend the application as follows:

1. We enclose herewith 4 copies of Plan ADA/275/14i which indicates the proposed highway and access arrangements for the scheme, as already discussed and now agreed with both Kent County Council and the Department of Transport. This Plan has in fact already been submitted to you for illustrative purposes, but we would now wish to submit it formally as part of the planning application. The highway access proposals are therefore no longer to be treated as reserved matters, as indicated on the submitted application.
2. We have made a number of further refinements and revisions to the illustrative master plan since its submission with the planning application in April. The principal revisions are as follows:
 1. The radial car parking pattern has been refined and reinstated.
 2. The decked car parks have been refined and designed in position.

3. The position of the coach park and retail warehouse have been transposed, to allow the provision of a larger coach park area.
4. The leisure facilities on the waterfront have been refined with the inclusion of the bowling centre and waterside pub.
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6. The garden centre has been relocated to reflect recommendations by the landscape architects.
7. A water spout has been added to the lake in the south eastern corner to introduce a feature of interest to this area of water.

We enclose herewith 6 copies of the revised master plan (70413:84A), and upper and lower retail layout plans (703:1482A and 83A) which will supercede the submitted master plan (70413:65), and layout plans (704.13.66 and 67). These plans all remain as illustrative plans only.

3. It has been drawn to our attention that the planning application forms need to be amended as follows:
 - i) The site area under Section 11 of Form 1 should read 149 hectares not 125 hectares as indicated on the form. We would emphasise that this reflects an error in calculation and that no amendments to the site area have been incorporated.
 - ii) The table of floorspace figures under Form 2: 2 should read as follows:-

	Existing sq.m.	Proposed sq.m. (sq.ft.)	Resulting Total sq.m. (sq.ft.)
Retail Centre	NIL	118,448 (1,275,000)	118,448 (1,275,000)
Retail ware- housing	NIL	20,903 (225,000)	20,903 (225,000)
Leisure	NIL	11,613 (125,000)	11,613 (125,000)
TOTAL	NIL	150,964 (1,625,000)	150,964 (1,625,000)

All figures given gross excluding malls and fire escapes.

- iii We would particularly draw to your attention that the floorspace shown under 2D of Form 2 (offices) should in fact be shown as leisure floorspace. We would

therefore confirm that the leisure provision is 11,613 sq.m. (125,000 sq.ft.). There is no office accommodation proposed on the site other than the ancillary office space to be provided for the management services of the shopping centre.

4. We have been notified since the submission of the planning application of a further land owner within the application site area who was not notified individually of the application at the time of its submission to your Authority. Although we did submit certificate C under the Town and Country Planning Act 1971 to cover this eventuality, we have as a matter of courtesy now served the landowner with a notice under Section 27 of the 1971 Act and enclose herewith an addendum to the submitted Certificate of ownership to reflect the above.

In view of the forthcoming local inquiry we have discussed the above amendments with both Kent County Council and the Department of the Environment before their submission to you.

Yours faithfully

Montagu Evans

MONTAGU EVANS

cc. Kent County Council
Department of the Environment

TOWN AND COUNTRY PLANNING ACT 1971

Certificate Under Section 27

Addendum to the certificate submitted by Montagu Evans on behalf of Blue Water Park Plc on 28th April 1988 (copy enclosed).

The applicant has given the requisite notice to the following persons, other than the applicant and landowners already served notice on 21st April 1988, who 20 days before the date of the application were owners of any part of the land to which the application relates: vis:-

NAME OF OWNER	ADDRESS	DATE OF NOTICE
Messrs K H & A Winchester	2 - 8 Little Queen St. Dartford, Kent c/o Bishop Akers & Co Haven House 193 Swanley Lane Swanley, KENT BR8 7LA	21 September 1988

Signed *Montagu Evans.*

On behalf of Blue Water Park Plc

Date: 21 September 1988

TOWN AND COUNTRY PLANNING ACT 1971

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Signed *Montagu Evans*

On behalf of Blue Water Park Plc

Date: 21 September 1988



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Your reference

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Yours faithfully

Montagu Evans

MONTAGU EVANS

cc. Kent County Council
Department of the Environment

CENTRAL DIVISION

26th September 1988.

Dept. of Environment & Transport,
South East Regional Office,
Charles House,
375, Kensington High Street,
London, W14 8QH.

SE2/5062/219/15
CD/SL/TK/01/10/01
Senior Engineer
Stat.Sewerage
Services - Rm.309
833 6287

Dear Sirs,

Town and Country Planning Act 1971 - Section 35
Applications for Planning Permission to develop Western Quarry
Regional Shopping Centre - Dartford, Kent

I thank you for your letter dated 24th August 1988 regarding the Public Inquiry relating to the above-mentioned planning application.

Our present intention is not to be present at the Inquiry. However, my earlier objection to this development on the basis of inadequate local foul sewerage in this area, as stated in my last letter dated 24th March 1988 to your office, still stands, and I would have no objections to that letter being read out at the Inquiry.

Yours faithfully,



I.J. Masterman,
Senior Engineer,
Statutory Sewerage Services,
Central Division.

c.c. File

Circ.

Drainage Engineer - Dartford Borough Council

Planning Officer - Ditto

Area Drainage Manager (SE)

Mrs. Malthouse - County Secretary's Office - Kent County Council

BWP INQUIRY NOTES.

DAY 1. 11/10/89

B/G OPENING. Loss of Green Belt will erode GB between D'ford & Northfleet? + Berkeley worried about preced

Local Plan. D'ford unable to obtain a Certificate of Conformity.

IMPAIRS D'ford - 25-29 + convenience
H'end - 15-19 +
B'leath - 23-26.

RWP OPENING. D'Pank decision (chalk) - (1) mineral extraction on scale of W. Quarry damaging to concept of GR
(2) Welting R. makes divide between rural area to S and area of mineral working and urban dev. to N.
(between consultants)

AB - agreed potential for low intensity leaf production - nationally this is to be reduced by 20%

KRC 1000 - 'activity in ETC still very low.'

/ GB reviews/releases. Hauxlow, Thorne, Brightmore

D. THOMAS - LANDSCAPE.

NB Montage 2/40 shows WD forming part of 'urbanised' landscape looking N to Thames & beyond.

~~CONSIDER~~
~~RESPONSE~~ i) Was site properly included in GB in 1958.
ii) DAtto 1978 Town Map. - A- wouldn't be restored, GB area already fragmented, site close to urban area.
Agrees in S. Man terms that site restricts growth of Banford and curbs urban pressures. Disagrees that site helps preserve green appearance.

EVIDENCE/XX

Consider response to: if site properly shown in GB in 1978 Town Map (+1978) - COXINSON 1978 - GBs then did not make prov² for long term dev.

Check D Parle Challe inspector's comments re. 'deep chalk quarrying incompatible to GB'.

? Any statements in GB (govt.) guidance that says that mineral workings can be removed from GB (CHECK C96 'Green Book').

? Do you agree with Crookston's 'Edge of concentration' notation?
ANSWER - A226 is an exception. Code at A2 and A226. Only a ribbon of dev. at Crayford. Crayford station in GB.

? What is SPRAWL?

? Where does Guidance say GB is a definition is a visual matter?

? What is countryside? A - site is an artefact (but something we've taken away rather than something we've built) - 50m. high.

PP62 (para. 14?) - no dev. in or near GB which would be conspicuous etc. or inappropriate i.e. siting, materials, or design.

NB GB - PP62 says min. workings OK in GB provided they can be properly (?) restored.

*SP. - Distinctions between E&W As - precedent?

GB is all about urban form? & The issue of confluence surely is whether the urban form has grown? - Disagrees.

* * * Are pressing that there is no guidance that says these assessments should be done visually. He is obsessed with the map approach.

Properly included in 1978, 1978? Any exceptional circumstances in 1978? - He doesn't know of any.

INSP - Not here to consider review of boundary - only to consider whether this is an exceptional case.

Q. Merely derelict (19/89) not a reason for release? A - agree.

but consider that it may be a factor amongst others which together make a case.

? What (prog) are the environmental standards that have not been maintained? A - the scale of the recreation & its sheer impact.

Site choice - GB or non-GB - A GB is of course a relevant consideration but one has to look at the site.

Precedent for EQ? - if a proposal comes along which justifies itself, so consider it, but have to look at 2 sites as outcrops.

* * ? Differences between sites - A. location, land-form, appearance, diff. restoration.

? Do we currently have a clear definable GB boundary at present? - NO. * NB Landform illustrated on PED284B.

* THOMAS' COMMENTS - 1958 was right to include. 1978 - question should not be whether it was right to include it: it already was. The question for 1978 should be were there exceptional circumstances to change it - then, there were not.

RBS DUNN

** At 1976, restoration philosophy for WQ was battered sides at ~~25/2~~ with 1:2.5, with agriculture at a ~~higher~~ higher level than now proposed. However D. Pank decision has meant that more work has been taken out and restoration cannot proceed as then proposed. They are not paid for it.

* ED Janner would be concerned about joining WQ if there were access (especially public) to the lake areas.

* NB Landform on PED 284B.

WQ restoration only started in 1989.

* 'Technical' problems with landfill - thick puncturing membrane, how practical is grouting on this scale?

Mc DONALD - RETAIL

p16 of Prop. Need for centre.

Proposals now for commercial development at Grays in response to Lakovic

XX QUANTITATIVE NEED.

Expand. growth rate [UEP] - If Graham witnesses are arguing over dev. has taken off they must accept that growth will be higher rather lower
(confirms)

* 55 - says I have not interested/concerned about impact on Banford (15 or 21%?) but that there may be a point about deficiencies/inconsistencies in the model.

~~RAMBOLD~~ KNOCKHILL CHASE || 35,000 gross 21,000 net [assumed].

? 24 Rodeyheath in A2 Corridor?

QUERIES

1. G'sham/Berley - Agriculture restoration evidence?
2. BWP's brochure of Plans?
3. Check whether mast structure was on plans that went to our Committee.
4. Get ERL Proof from B12a.
5. Check what was agreed WQ restoration at time of topic paper. + send date WQ - 1998.
6. Plan to show GB across DBL/CBS boundary to counter Crockett's plan.
7. GS - any 'White land' in 1958 Development Plan?
8. Check Thorne history & write a note which relates our concerns then to the evolving Ordslands situation.
9. GS - Supplementary to be 'inserted' at p34 of my Proof to deal with 'existing' in urban regeneration as dealt with at para 5 of 14/84: over local Plan re-copying philosophy.
10. MICE - Council's waste disp. strategy post Pit 1 (where will that be?)
11. PSC - ① MAR 87 REPORT - p13 - DEV. LG. ② AUG 88 -
12. Check headlights at Zepherus Crk?

WQ COMM. REPORT

1. Inspector will leave us with perception
2. Consider response to? That an LP approach to WQ is development. (colleg. Comm. dec. on app. at March 87 taking WQ out of GB).

- GS ① Supplementary to be inserted at p34 of proof to deal with regen.
- ② March 87 Comm. Report. GB 'argued out' 'Development led' on p13.
③ My supplementary on Crockett's points

TERL REEF FICK & FICANCIS

INSPECTORS QUESTIONS [AT VARIOUS TIMES THROUGHOUT MEETING]

unsub. SPB & CP deletion of WQ from US not to a material consideration.

To Graham - ? ~~Attitude~~ You're asserting KCL + DBL haven't done several appropriate upgrades (now, expanded control, both) in RVC 1060, BUT it leave in SPB & CP Com haven't they? - It doesn't accept MA.Si conclusion

To Graham - Wouldn't RWP reduce NZS non-strategic huffing by reducing cross-River traffic to Lakeside.

To S. Burn - Should benefits of RSCs be denied to everyone just because some do not have access.

To S. Burn - Attitude to Alternative Sites study? I have worked in this area for 16 yrs & I know of no other sites in the sub-region.

To D.Tp. - would like a new sometime from D.Tp on advantages/disadvantages of 1 or 2 RSCs N/S of Thames.

DARTFORD

Borough Council

Civic Centre, Home Gardens, Dartford, Kent, DA1 1DR.
Tel: (0322) 343434

FAX TRANSMISSION

TO.

FROM.

Name. MR. W. MASTERMAN

Name. J.C. UNDERHILL.

Firm. THAMES WATER

Fax No. (0322)343422 Group 2or3

Fax No. 01-278 2522

Number of pages (excluding this page) 2

IN THE EVENT OF ANY ERROR IN TRANSMISSION

PLEASE ADVISE BY TELEPHONE (0322)343434

Herewith a further copy of letter of 12th October
(Mr. Parsons of KCC spoke to you at the end of
last week - it had not reached you then).

The public inquiry is proceeding more rapidly
than expected. Can you please let us have a
response by the end of this week. We would
be happy to meet you here if that would help

Thanks,

Julian Underhill.

James Hehir
John M Wilson
Sidney W Taylor

Chief Executive &
Director of Finance
Director of Administration
Director of Operations

DARTFORD

Borough Council

Civic Centre, Home Gardens, Dartford, Kent, DA1 1DR.
Tel: (0322) 343434

THAMES WATER, ROOM 309,
SENIOR ENGINEER,
STATUTORY SEWERAGE SERVICES,
NEW RIVER HEAD,
173 ROSEBERRY AVENUE,
LONDON EC1R 4TP.

Please ask for:
Direct Line (0322) 343

Mr. UNDERHILL
207

Your Ref:
My Ref:

CD/SL/TK/01/10/01
O/P4

Date:

12th OCTOBER 1988

F.A.O. MR. W. MASTERMAN.

Dear Sir,

BLUE WATER PARK, DARTFORD.

I refer to your letter to the Department of the Environment dated September 26, concerning the above. This is an outline application only and details of sewerage works have not been specified. The County and Borough Councils have agreed with the applicants the conditions they would recommend the Secretary of State to impose if planning permission is granted. I attach an extract from these and you will note condition (22) that requires details of these matters to be agreed before any development commences. This is quite normal practice for outline applications and I would hope that you would consider this provided sufficient safeguards for your interests.

Can you please consider this matter urgently and reply before the end of the month so your further comments may be available before the inquiry closes.

Yours faithfully,



DEVELOPMENT SERVICES OFFICER.

DRAINAGE

- (22) Before any works hereby permitted are commenced, details of all drainage, both foul and surface water, connected with the development and measures to control and monitor ground water levels and quality in the quarry shall be submitted with supporting calculations to the DPA for approval and shall be implemented as approved to the satisfaction of the DPA, and the Regional Water Authorities

LANDFILL, SITE PREPARATION AND CONSTRUCTION OPERATIONS

- (23) The base level of the development on the floor of the quarry and details of any land stabilisation works to be undertaken shall be specified and submitted to the DPA for approval and such land raising as is necessary shall be carried out to the satisfaction of the DPA.
- (24) Details of the materials used for any necessary raising of ground levels on the quarry floor shall be submitted to the DPA for approval.

ENVIRONMENTAL MATTERS

- (25) During the construction of the development and access roads, reasonable provision shall be made for appropriate archaeological observations and excavations requested by archaeology groups approved by the DPA.
- (26) Details of the type and location of plant, machinery and other sources of noise and air, ground or water pollution, whether part of the finished development or present only during its construction, together with details of the hours of their operation or when they occur and a scheme of appropriate measures of control to limit and where possible prevent such noise and pollution, shall be submitted to the DPA for its approval and all such measures and controls thereby approved shall be carried out and maintained thereafter to the satisfaction of the DPA.
- (27) Details of all sources of lighting and illumination proposed to illuminate areas external to buildings forming part of the development shall be submitted to the DPA for its approval in writing.

Note: DPA - District Planning Authority

DC2SOC1-4.J5

Mr J C Underhill

O/P4/dah

DEVELOPMENT SERVICES OFFICER

CHIEF EXECUTIVE & DIRECTOR OF FINANCE

DIRECTOR OF ADMINISTRATION

DIRECTOR OF OPERATIONS

14 October 1988

BLUE WATER PARK INQUIRY - PROGRESS REPORT FRIDAY 14 OCTOBER

The developer's witnesses dealing with Planning/Green Belt, Architecture, Landscape, Leisure, 'Company Policy', Minerals and Environment have now presented their evidence and been cross-examined. Witnesses on Traffic, Retail Impact and Employment are still to come.

Overall, my impression is that the arguments advancing the merits of the proposals themselves have survived in tact, but we have yet to deal with retail impact (the core of the Bexley/Gravesham objection) and, perhaps most significantly, the Inspector has explicitly said that he is not here to consider a review of Green Belt boundaries: his task is to reach a view as to whether there are exceptional circumstances which warrant an exception being made to Green Belt policy. This inevitably means that the Structure Plan/Local Plan arguments will not carry the weight which we might have hoped they would. On a more positive note, the Inspector has been exploring whether permitting development at Western Quarry would set a precedent for Eastern Quarry. I think he accepts that the circumstances are so different that there would be no danger of such a precedent being set.



Development Services Officer



NORTHAVON DISTRICT COUNCIL

THE COUNCIL OFFICES, CASTLE STREET, THORNBURY, BRISTOL, BS12 1HF

E.J. ANDREWS LLB
SOLICITOR & ASSISTANT CLERK (LEGAL)

TEL: THORNBURY 416262
FAX: 0454 - 419754

Your ref:

Our ref:

NMW/CMC/57/755

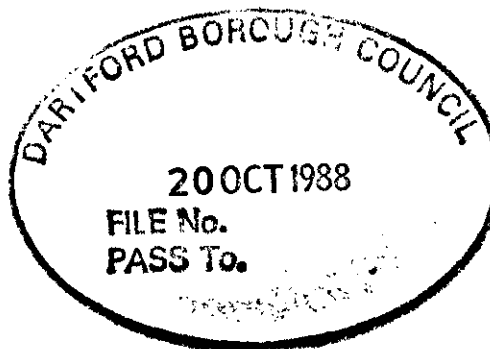
When telephoning
please ask for:

Mr N M Wheatley Ext

3128

18th October 1988

Mr J C Underhill
Development Services Division
Dartford Borough Council
Civic Centre
Home Gardens
Dartford
Kent
DA1 1DR



Dear Sir

Re : Cribbs Causeway Regional Shopping Centre, Bristol

Further to your telephone request made to Mr Donnelly of this Council's Planning Department, I now enclose a copy of the Secretary of State's decision letter dated 19th September 1988 on the above application, together with a copy of the Inspector's report. There is a charge of £11.50 for these documents, together with postage of £1.20 plus VAT of 18p and I enclose an invoice for £12.88. Please make your cheque payable to Northavon District Council.

This Council understands that the applicants are considering an appeal to the High Court against the Secretary of State's decision, although no formal decision to appeal has been made yet. The Secretary of State's decision, and the Inspector's conclusions, are therefore to be treated with a degree of caution, as they are likely to be challenged in the High Court.

Yours faithfully

Solicitor and Assistant Clerk (Legal)

Encs:

CENTRAL DIVISION

New River Head, Rosebery Avenue,
London, EC1R 4TP.

Telephone: Switchboard 01-837 3300

Telex 24439 TWOMET G

Telefax: 01-278 2522

Date 25th October, 1988

┌ Berwin Leighton,
Solicitors,
3rd Floor,
55 Bishopsgate,
London, EC2N 3NN

┐ Your Ref. TJP/S770/37
Our Ref: CD/SL/IJM/01/10/01
Please reply to: Senior Engineer
Statutory Sewerage
Services - Room 309
Please Dial
Direct On: Central Division

Dear Sirs,

Blue Water Park, PLC., - Bean Road, Dartford, Kent
Proposed Retail/Leisure Development.

I refer to your letter dated 20th October, regarding the above-mentioned subject and enclose herewith a copy of the amendments to your draft outlining the conditions for the withdrawal of our objection to this development.

On receipt of a written undertaking from your client on the above, I would then be in a position to consider withdrawing Thames Water's objection.

Yours faithfully,



I.J. Masterman,
Senior Engineer,
Statutory Sewerages Services,
Central Division

cc. File

Circ.

Planning Officer - Dartford A.C.

Drainage Engineer - "

County Planning Officer - K.C.C



Divisional Manager,
Central Division,
Thames Water Authority,
New River Head,
Rosebery Avenue,
London, EC1R 4TP

Dear Sir,

Blue Water Park PLC., Proposed Retail/Leisure Development

Western Quarry, Dartford, Kent.

We refer to your letter of 18th October, 1988, and confirm on behalf of our client that it will:-

- (a) Provide the cost of the provision of all new sewerage in Bean Road and King Edward Road required to serve the proposed development, and
- (b) Pay an agreed contribution by the 1st November, 1988 towards the upsizing of a new sewer shortly to be constructed by or on behalf of Dartford Borough Council between King Edward Road, Greenhithe and Stone Pumping Station.

It is noted that the payment of this contribution is imminent to meet the placing of a contract to construct this new sewer and that the contribution will thus be required before the results of the public inquiry on the development are known.

The above is subject to the provisions that:-

- (c) Thames Water's Agents, Dartford Borough Council will arrange for the construction of the sewers in both Bean Road and King Edward Road, and
- (d) That none of the properties on the development will be occupied until the sewerage works in (a) and (b) above are completed.

As agreed you will now consider withdrawing Thames Water Authority's objection to this development.

Yours faithfully,

BERWIN LEIGHTON

Mr J C Underhill (Ext.3207)

DEVELOPMENT SERVICES OFFICER
CHIEF EXECUTIVE AND DIRECTOR OF FINANCE
DIRECTOR OF ADMINISTRATION
DIRECTOR OF OPERATIONS

O/P4

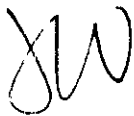
27 October 1988
PC

BLUE WATER PARK -
PROGRESS REPORT AS AT 26 OCTOBER

Blue Water Park plc's case is now complete, with the exception of highway matters which is proceeding this afternoon. The case has proceeded satisfactorily, with the one exception of retail impact: flaws were exposed in the witness' statistical methodology. The resultant revisions which had to be made to his impact figures were not serious but the errors in method were. Witness credibility was damaged to an extent.

Mr Harvey Cole (our impact witness) has presented his evidence and his cross-examination has commenced. I would not expect this cross-examination to produce anything significant.

I have been interviewed by Radio Kent and Radio Invicta. I am advised that the end results were satisfactory.



DEVELOPMENT SERVICES OFFICER

meq

CENTRAL DIVISION

18th October 1988.

Berwin Leighton,
Solicitors,
3rd Floor,
55, Bishopsgate,
London, EC2N 3NN.

TJP/S770/37
CD/SL/IJM/01.10.01
Senior Engineer
Stat.Sewerage
Services - Rm.309
833 6287

Dear Sirs,

Blue Water Park, plc. - Bean Road, Dartford.
Proposed Retail/Leisure Development.

I refer to your letter of 14th October 1988 and wish to reply as follows:-

Discussions on this matter have taken place between our S15 Agents, Dartford Borough Council, and your client's Consulting Engineers, Messrs. FHP Partnership, and it is understood that your client will:-

- (1) Provide the total cost of all necessary new sewerage in Bean Road
- and (2) Is prepared to pay an agreed cost of upsizing a new sewer shortly to be constructed by Dartfords Borough Council's contractor between King Edward Road, Greenhithe, and Stone Pumping Station. (See FHP Partnerships' letter of 29th October 1987 to Dartford Borough Council, enclosed).

If we can have a written undertaking from your client on the above, then we would be in a position to consider withdrawing Thames Water's objection.

Yours faithfully,



I.J. Masterman,
Senior Engineer,
Statutory Sewerage Services,
Central Division.

c.c. File
Circ.
Planning Officer, Dartford B.C.

County Planning Officer -
Kent County Council.

DARTFORD

Borough Council

INTERNAL ONLY

Please ask for: Mr J C Underhill (Ext.3207)

From: DEVELOPMENT SERVICES OFFICER
To: CHIEF EXECUTIVE AND DIRECTOR OF FINANCE
DIRECTOR OF ADMINISTRATION
DIRECTOR OF OPERATIONS

My Ref: O/P4

Your Ref:

Date: 27 October 1988
PC

BLUE WATER PARK -
PROGRESS REPORT AS AT 26 OCTOBER

Blue Water Park plc's case is now complete, with the exception of highway matters which is proceeding this afternoon. The case has proceeded satisfactorily, with the one exception of retail impact: flaws were exposed in the witness' statistical methodology. The resultant revisions which had to be made to his impact figures were not serious but the errors in method were. Witness credibility was damaged to an extent.

Mr Harvey Cole (our impact witness) has presented his evidence and his cross-examination has commenced. I would not expect this cross-examination to produce anything significant.

I have been interviewed by Radio Kent and Radio Invicta. I am advised that the end results were satisfactory!

J C Underhill

Ju DEVELOPMENT SERVICES OFFICER

*Personal opinion: No harm done
you are not impacted!
JCH*

DEVELOPMENT SERVICES OFFICER
CHIEF EXECUTIVE & DIRECTOR OF FINANCE
DIRECTOR OF ADMINISTRATION
DIRECTOR OF OPERATIONS

Mr J C Underhill

O/P4/dah

2 November 1988

BLUE WATER PARK - PROGRESS REPORT AS AT 2 NOVEMBER

KCC/DEU case is now complete. Our witnesses were:

Harvey Gold - Retail Impact
Michael Parsons - KCC Planning
JCU
Hilary Kessel - DFC Environment
Keith Walker - KCC Highways

I am very happy with how our case progressed. None of the cross-examinations yielded anything of significance for the opposition. I was personally happy with how 'my side' went.

The Gravesham/Bexley case has now started. No impressions to report yet!



Development Services Officer

Mr. K.G. Smith, BBC(Comm), MRTPI
Inspector,
Blue Water Park Inquiry.

O/P4/X207

8th November, 1988.

Dear Sir,

re: BLUE WATER PARK - S.207 INQUIRY

I am writing to confirm that whilst the Borough Council is not appearing at the S.207 inquiry it supports the Developer's proposals as endorsed by the County Council Highway Authority.

The Council considers that the highway matters referred to in its Planning Committee's resolution of 8th August 1988 dealing with the revised Blue Water Park planning application (see para. 2.10 of document "D11") are dealt with satisfactorily in the submitted proposals.

Yours sincerely,



Development Services Officer

CENTRAL DIVISION

8th November 1988.

Dept. of Environment & Transport,
South East Regional Office,
Charles House,
375, Kensington High Street,
London, W14 8QH.

SE2/5062/219/15
CD/SL/IJM/01.10.01
Senior Engineer
Stat.Sewerage
Services - Rm.309
833 6284

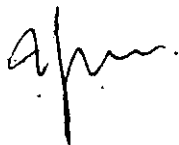
Dear Sirs,

Town and Country Planning Act 1971 - Section 35.
Blue Water Park, PLC. Proposed Retail/Leisure Development,
Western Quarry, Dartford, Kent. ("The Proposed Development").

I refer to my letter dated 26th September 1988 regarding the above-mentioned subject with my objection to the proposed development on the grounds of inadequate local sewerage to serve this area.

The developer has given an undertaking to this Authority to pay an agreed contribution towards the cost of providing the necessary sewerage in this area, hence I would now withdraw my earlier objection to the 'Proposed Development'.

Yours faithfully,



I.J. Masterman,
Senior Engineer,
Statutory Sewerage Services,
Central Division.

c.c. File
Circ.
Drainage Engineer - Dartford Borough Council
Planning Officer - Ditto ✓
Area Drainage Manager (SE)
Mrs. Malthouse - County Secretary's Office - K.C.C.

BLUE WATER PARK

PUBLIC INQUIRY

PROGRAMME

OPENING SUBMISSIONS

Mr D Keene Q.C., on behalf of Blue Water Park plc.
Mr G Stephenson of Counsel on behalf of Kent County Council
and Dartford Borough Council
Mr G Stone of Counsel on behalf of Gravesham Borough Council
and London Borough of Bexley
Mr P Harwood on behalf of the Department of Transport

TUESDAY, 11 OCTOBER 1988

Blue Water Park plc. - The Applicant

Graham Cartledge	Architecture
Duncan Thomas	Landscape
Andrew Grant	Leisure
Ian Collinson	Planning and Green Belt
Ian Pearce FRJ. / FRJ.	Company Proof
Ross Dunn THUR. / PM	Minerals
Gerry Writer	Agency
Ian McDonald (3 DAYS?) THUR. / TUE. W.	Retail and [Employment]
Alastair Dick FRJ. / FRJ.	Traffic Implications
Dennis Gilbert FRIDAY	Environmental Issues
Michael Boddington ?	Agriculture

Followed by

Kent County Council/Dartford Borough Council

Harvey Cole THUR. 20 th	Retail TUE 25 th (PM) - WED AM?
Michael Parsons	KCC Planning - THUR. AM & PM
Julian Underhill 1/11	DBC Planning
Phillip Kessel 1/11	DBC Environment
Keith Walker	KCC Highways

Gravesham Borough Council/London Borough of Bexley

Martin Crookston 1/11	GBC Planning
Steven Scott-Brown 3/11	GBC/L.B. of Bexley Planning
Paul Nicols 3/11, 0/11	Retail
T P Worthington	Agricultural Issues

THURSDAY 10/11. RESIDENTS & OTHER THIRD PARTIES.

Rochester-upon-Medway City Council

Roland Bolton - 10/11.

Department of Transport

NO APPEARANCE.

Paul Harwood

Bean Resident's Association - S.209 only - 8/11/88

Mrs Martin

Mr Johnson

Wilmington Society and

The Dartford and District Ratepayers Association

Mr G Allan

16/11/88

Mr Byrom Lees.

16/11/88

The London Green Belt Council

NO APPEARANCE. DEALT WITH
BY G. ALLAN.

Mr Holt

Reedpack Limited

Mr M J Dakers - OBJECTION WITHDRAWN.

CLOSING SUBMISSIONS

Mr P Harwood on behalf of the Department of Transport

Mr G Stone of Counsel on behalf of Graysesham Borough Council
and London Borough of Bexley - 11/11/88

Mr G Stephenson of Counsel on behalf of Kent County Council
and Dartford Borough Council

Mr D Keene Q.C., on behalf of Blue Water Park plc.

TUESDAY, 8 NOVEMBER 1988

Section 209 Inquiry

[SITE VISITS MAY BE DELAYED!]

12/NOV/SAT. FOR CENTRES

* MAIN SITE VISITS TO TAKE PLACE APPROX. 2 WEEKS
AFTER INQUIRY.

** TUESDAY 20th NOV. 10.00 - CIVIC CENTRE -
SITE + SURROUNDINGS, HIGHWAYS, TOWN CENTRES.
[JOHNSON 14.00]

DEVELOPMENT SERVICES OFFICER

O/P4

CHIEF EXECUTIVE AND DIRECTOR OF FINANCE

DIRECTOR OF ADMINISTRATION

DIRECTOR OF OPERATIONS

18 November 1988

PT

BLUE WATER PARK INQUIRY - FINAL PROGRESS REPORT

As you will no doubt have heard by now, the Inquiry closed on 15 November (although we still have five days of site visits to work through, starting on 29 November).

Overall, I am extremely pleased with how the Inquiry went. The major issues were thoroughly exposed and debated, and in my view the case for the development advanced significantly. As the Inquiry progressed, the seriousness and effectively insoluble nature of the restoration problems of Western Quarry emerged as a uniquely difficult problem (certainly within Kent), and there was an emerging consensus too that if there is to be a regional shopping centre in the sub-region there is no better site than Western Quarry.

The Inspector himself raised some interesting questions with particular witnesses during the Inquiry and whilst clearly one should not read too much into them, they do give an indication as to how he sees the issues. The most significant ones were:

1. To the Bexley/
Gravesham
witness(es)
 - Q. - You have asserted that SERPLAN's guidance to local authorities that they should determine whether new retail floorspace should be provided in existing centres, new centres or a combination of both has not been done. Surely it has in that the Structure Plan and Local Plan identify Western Quarry as a site for a regional centre?
 - A. - I disagree with the authorities' conclusions (!)
 - Q. - But they have produced the guidance?
 - A. - Yes.
2. As above
 - Q. - Would not the development of Blue Water Park reduce non-strategic M25 traffic by reducing cross-River traffic to Lakeside?
 - A. - Ambivalent waffle (the thrust of the question is the significant issue here).
3. As above
 - Q. - Should the benefits of regional shopping centres be denied to everybody simply because some people do not have access to them?
 - A. - Development at Bexleyheath would be accessible to all sectors of the community.

Continued...

4. As above

Q. - What is your attitude to the alternative sites' study (a comprehensive appraisal of notional alternative sites in the sub-region which did not identify any other serious contenders)?

A. - I have worked in this area for 16 years and I know of no other suitable site.

5. To Department
of Transport

Q. - I would like a view from the Department as to how they see the advantages or disadvantages of 1 or 2 regional shopping centres north and south of the River.

A. - We will let you know.

As I say, we should not read too much into these, but the questions seemed significant to me. What matters of course is how the Secretary of State reacts when the file is on his desk. We shall see.



DEVELOPMENT SERVICES OFFICER

Mr R.C.Mardon,
Secretary & Solicitor,
Gravesham Borough Council,
Civic Centre,
GRAVESEND, Kent.
DA12 1AU

404

DA/vh

24 November, 88

Dear

BLUE WATER PARK INQUIRY

Thank you for your letter of 23 November. Your kind remarks are very much appreciated and I will certainly pass these on to all concerned.

Yours sincerely,

DIRECTOR OF ADMINISTRATION

cc: Tim Saville
Derek Browning
Dennis Howard ✓



Gravesham Borough Council

Chief Executive: E.V.J. Seager, IPFA

SECRETARY & SOLICITOR
ROGER C. MARDON, Solicitor

CIVIC CENTRE,
GRAVESEND,
KENT, DA12 1AU

Phone: Switchboard: Gravesend (0474) 564422
Direct line: Gravesend (0474) 337358

Fax: Gravesend (0474) 337453

BDE: DX 6804, Gravesend

Ask for: Mr. Mardon

My ref: RCM/MH

Your ref:

Date: 23rd November, 1988

Mr John M Wilson
Director of Administration
Dartford Borough Council
Civic Centre
Home Gardens
Dartford
Kent DA1 1DR

Dear John

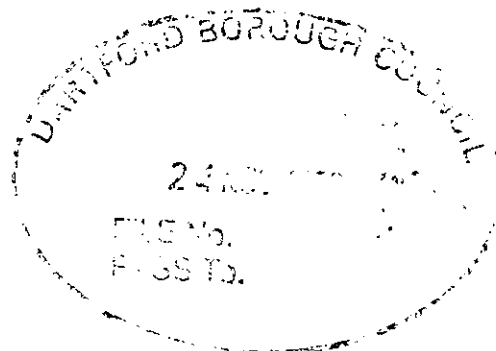
BLUE WATER PARK INQUIRY

Now that the inquiry is over and I have had chance to draw breath, I felt that I must write to extend my sincere appreciation to yourself and your staff for the facilities made available to the Gravesham/Bexley Team. The allocation of a room to us for the duration of the inquiry, together with the ready availability of telephone and photocopying facilities, made life so much easier. Thanks also for laying on the catering arrangements.

I hope you will pass on the Gravesham/Bexley Team's thanks to all those in your authority who contributed to the smooth running and friendly atmosphere which endured throughout the inquiry.

Yours sincerely

ROGER C. MARDON
Secretary & Solicitor



FOR L

BERWIN LEIGHTON

N. Spurlan	M. Goldinow	P. E. Robinson	S. L. Allan
N. W. Pengam	M. G. Wilson	L. M. Bailey	P. W. Storey
J. R. Jenner	E. D. Rodell	L. C. Lowe	M. R. Gosson
I. Heller	E. H. Evans	I. P. Kellett	J. J. Fleet
G. M. Clann	M. D. Robinson	J. M. Powell	S. J. Kildahl
I. Sibley	R. E. Downhill	R. Hawkins	D. G. Halliday
I. S. Lyon	I. C. R. Batty	C. R. L. Lister	
R. J. Raskin	R. Jones	G. P. Gills	Leisure Associates
D. P. Hoode	E. E. Jones	M. A. Metter	A. Bunick
G. M. Lock	H. D. Jones	A. L. Jones	S. A. Hume
D. A. Fogel	E. J. Portwell	H. M. Parry	G. S. Crighton
I. H. A. Homan	W. H. Taylor	N. J. Davies	D. P. Taylor
M. H. Homan	R. J. Burnow	J. J. Bennett	E. R. Trehearne

Solicitors

Adelaide House
London Bridge
London EC4R 9HA

Telephone 01 623 3144

Telex 886420

DDI Box No. 92

FAX 01 623 4416 Gaps 2 and 3

DDI No

M. POCIS ESQ.,
Kent County Council,
County Hall,
 Maidstone,
Kent

Our Ref

TJP/S770/37

four for

Date

10th January 1989

Dear Sirs,

PLU WATER PARK LLC;
PLU WATER PARK, DARTFORD

Thank you for your letter of 21st November. I have not replied earlier because, as you might have anticipated, having been tied up for the best part of two months at the Inquity rather alot of other work built up.

Inuding to the points which you raised :-

1. Installation of Home Cottages

You should, by now, have received a transcript of David Keane's closing speech. Is this sufficient for your purposes?

2. Training and Employment Initiative

I confirm that Ian Pearce's proof clearly set out his intention regarding this matter.

3. Annex of execution of Highway Agreements

I understand entirely the Council's desire to be protected in so far as possible, before acquiescing in the grant of planning consent. I therefore suggest the following procedure:-

- The **Secretary of State** issues a "minded to grant" letter specifying all relevant conditions;
- The **Joint Venture** parties consider the terms of the likely **consent** under the auspices of the Joint Venture Agreement;
- If they **are satisfied** with the likely planning consent the **Agreements will be** executed and released to you in

IS THIS
PROJECT
IMPORTANT
TO THEM
OR NOT?

WHAT ABOUT
COMMITMENT?

3ERWIN LEIGHTON

To M. HARRIS ESO.

Page 2 Date 10th January 1989

escrow, the terms of the escrow being simply that a consent in the form postulated by the Secretary of State in his "minded to grant" letter is forthcoming:

- d. In so far as the County Council is concerned to bind the land, it will be confirmed to you at the stage that documentation is released that within a specified period of consent being granted, sufficient of the Site to render development without it under the terms of the consent impracticable, will be vested in Blue Water Park Plc.

I hope you will find the above acceptable if not, please contact me.

Turning to matters remaining outstanding from my point of view since the Inquiry, I have the following two points to raise:-

4. Side letter to the B455 Agreement operative as from the date of the Inquiry

This side letter, which related to the "Red Works" contained clause reference numbers in its paragraph 2 referring to an earlier draft of the Agreement itself. Paragraph 2 should in fact simply refer to clauses 3.6 and 3.7. I suggest that we exchange as quickly as possible, revised forms of letter recording this fact.

5. Side letter regarding Planning Conditions

DISCUSSIONS EVEN

During negotiations with Mike Parsons it was agreed in principle that a letter of comfort should be given by the County Council to Blue Water Park Plc. and Blue Circle Industries Plc. to the effect that

- a. If planning consent is granted for Blue Water Park it will be acknowledged as co-existing with subsisting minerals consents and not prejudicing the rights and obligations existing under such consents; and
- b. Condition 3, of the agreed conditions, restricting opening for trading until after certain leisure facilities have been provided, should not operate to prevent opening for trading merely because certain leisure facilities. (located in the proposed lake area, which is not scheduled to become available for use until one year after completion of development (mineral extraction continuing over that period)) have not been provided.

TOTALY UNNECESSARY

I enclose a draft of the proposed letter of comfort and look forward to receiving your comments. I have also copied the draft letter to Mike Parsons for his comments. I am currently taking instructions from my

ERWIN LEIGHTON

M. HARRIS ESQ.

Page 3 Date 10th January 1989

Client and its Consultants as to the wording of the draft letter. Should I have any amendments to make I shall of course contact you at the first opportunity.

Yours sincerely,

T. J. LEIGH

c.c. Tim Hook
Alan Dawson
Carrie Publicombe

Hee

DRAFT LETTER

LEAMINGTON COUNCIL/DARTFORD BOROUGH COUNCIL

Dear Sirs,

BLUE WATER PARK:
DRAFT CONDITIONS

We attach a Schedule of the draft conditions which were put to the Secretary of State as agreed between us. We confirm :-

1. That if planning permission is granted for the above Development we will not interpret its provisions as limiting or interfering with the completion of extraction of minerals from Western Quarry under any Planning Consent which may be current at the time.

2. That it is acknowledged that certain lake areas will not become available until after completion of mineral extraction and that therefore retail trade from the proposed Development would not be prohibited if such of the leisure facilities referred to in condition 3 as would ultimately be provided are not available for such use as at the date upon which the proposed Development is ready to open for trading, by reason of continued miners' extraction in accordance with a Planning Consent current as at that date.

Yours faithfully,

Commissioner to represent Dartford
16 March



1/11 Must they have this is almost negligible

Upon receipt of the documents for reaction, could be discussed in the meeting 1958.12.17. Have decided to leave for the time being the question of the new scheme to be decided at a later date with the planning committee.

Mr J C Underhill

DEVELOPMENT SERVICES OFFICER
CHIEF EXECUTIVE & DIRECTOR OF FINANCE
DIRECTOR OF ADMINISTRATION

O/P4/dah

13 February 1989

cc Director of Operations

BLUE WATER PARK : RECENT APPEAL DECISION

I attach for your information, a copy of a report on a recent appeal decision granting planning permission for a regional shopping centre on derelict land south of Leeds.

The report bears very close scrutiny, especially in relation to the Inspector's conclusions. For example:

- 1 he pointed out that whilst the scheme would conflict with retail policy, there was Government support for new forms of retailing,
- 2 he commented that the qualitative and quantitative advantages of the scheme weighed heavily against the retail policy factor,
- 3 he was of the view, in relation to emerging policy, that it would be wrong to dismiss the schemes merely because the development plan issues were not yet resolved,
- 4 he was aware - in his decision - of intangible factors such as investor confidence in the sub-region.

The decision is notable for the permissive and positive view it represents of the advantages of regional centres and the manner in which it deals with issues paralleled at the Blue Water Park inquiry. The most telling point for us, however, is this: the Inspector for the Leeds case was a K C Smith - the very same who conducted the Blue Water Park inquiry.



DEVELOPMENT SERVICES OFFICER

Att

INSPECTOR PICKS SITE OF LEEDS REGIONAL CENTRE

Planning permission has been granted on appeal for a regional shopping centre on derelict land south of Leeds.

The decision, announced last week, has spelled the end of the hopes of two rival developers who have been promoting alternative sites at Leeds University playing fields on the city's outer ring road and alongside the Stanningley By-pass at Pudsey.

The "White Rose Centre", a proposal by Evans of Leeds on a site owned by the Yorkshire Water Authority, is conceived as a fully-fledged regional shopping centre consisting of 650,000 square feet of lettable area with space for major comparison and food stores and a multi-screen cinema, with car-parking provision contoured to provide surface-level access at both mall levels.

The scheme, planned for the 90-acre Morley Sewage Treatment Works just north of junction 28 on the M62, also incorporates a hotel and garden centre on the southernmost part of the site, which lies in the green belt and is currently used for tipping. A planning inquiry into the rival schemes took place at the end of 1987.

The Secretary of State's decision follows the recommendations of the inquiry inspector, K G Smith, who concluded that while all three schemes conflicted with retail policy the trade impact from any one of them did not constitute a substantial planning objection, while in addition there is central government support for new forms of retailing.

"There is both quantitative and qualitative justification for more and better retail floorspace provision and were this to take the form of any of the three appeal schemes, there is no central area site suitable for any single one of these developments", he felt.

"Neither could any central area site function in the manner intended by any of the appellants, because it would not have the essential easy accessibility for the car-borne shopper. The retail advantages of the schemes are such as to weigh heavily against the retail policy factor."

By the latter, the inspector was referring to the view set out by the West Yorkshire Structure Plan examination-in-public panel's view, apparently concurred with by the Secretary of State, that there should be a strong presumption against large new shopping development outside specified areas.

He had no doubt that the three proposals were all in conflict with the intention of the plan to site major shopping development in or close to

the county's main town and city centres. "Nevertheless the presumption is not a prohibition, the word 'normally' admits of exceptions and development plan policies are only one of the factors to be taken into account in reaching a decision."

Leeds City Council's argument that the "vitality" of a centre, as distinct from its "viability", constituted a sterner test of acceptability was refuted by the inspector, who thought the key phrase in Circular 21/86 should not be dissected and analysed so minutely.

The inspector rejected the arguments of the council and other authorities in the West Yorkshire Planning Forum for hanging fire on the proposals while unitary development plans are progressed. While draft strategic guidance had been submitted and the forum authorities had commissioned further retail studies, there could be no certainty on the outcome, and indeed there were doubts as to whether they would agree on the need for a regional centre or even for two or three smaller centres.

The process would be likely to take several years and a successful outcome could not be guaranteed, said Smith. "In conclusion, on emerging policy, I have no doubt that it would be wrong to dismiss any of these appeals on the ground that development plan issues are not yet resolved."

He did not consider that accessi-

bility and qualitative issues had been seriously disputed, particularly given the levels of congestion in Leeds City Centre. The White Rose scheme would, he concluded, be best placed to serve the conurbation by virtue of its location in the motorway corridor.

Similarly he had no doubt that there was a quantitative justification for a "substantial additional area of comparison floorspace" within the conurbation. He pointed to "intense pressure" for retail development in parts of West Yorkshire as an indication and reflection of growing consumer demands.

Smith acknowledged the council's concern in relation to all three proposals about the combined effects on the district centres, on both comparison and convenience trade. "Nevertheless, when account is taken of the potential for change in centres derived from the service sector and the trade released for competing establishments in any centre when an outlet in that centre is closed, I do not find there to be substantial evidence of harmful levels of impact on district centres sufficient to warrant dismissing any of these appeals."

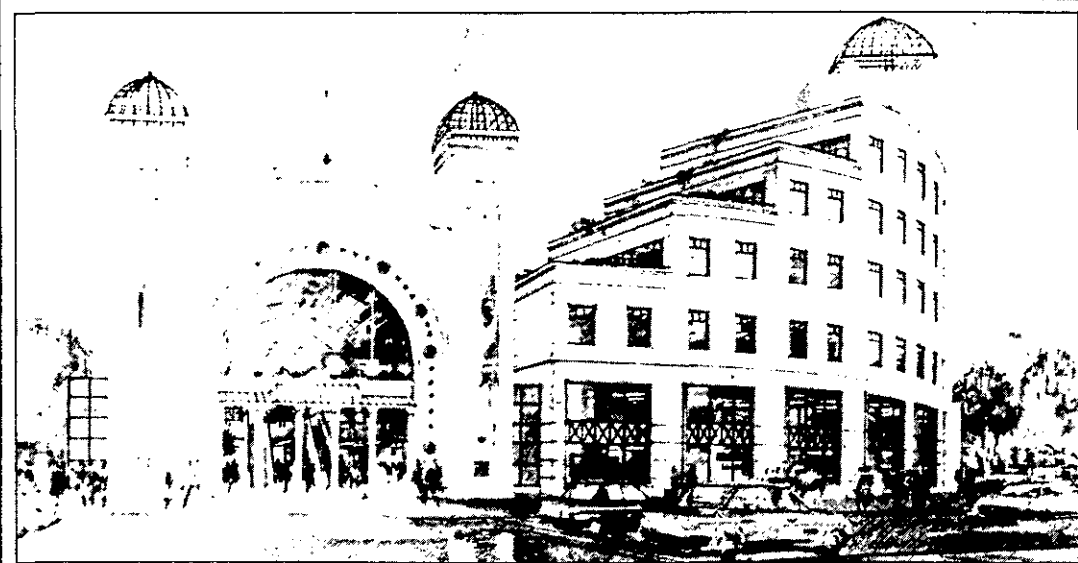
Concern over the impact on Leeds City Centre, and on the districts of Harrogate, Bradford, Wakefield, Kirklees and Calderdale, was also felt to be misplaced. "I find no substantial evidence on investment matters that major city centre schemes would be likely to be shelved and

indeed advice from Marks & Spencer and British Rail would seem to confirm that major city centre investment would proceed in any event", the inspector's report comments.

On site-specific issues, the inspector noted that the central core of the council's concern over the White Rose proposal was loss of land allocated for industry. He felt that, despite the loss of some jobs because of impact on other outlets and an unquantified level of jobs which would otherwise occur in the Elland Road South Leeds District Centre, which would not go ahead if the White Rose scheme proceeds, the latter nevertheless would generate substantial net employment gains.

He contended that there was no shortage of industrial land in the city as a whole or in the south Leeds sector in particular. In the latter, calculations based on availability and take-up suggested a current supply of 20 years, from which the centre would subtract about two-and-a-half years' worth. Also, constraints on other large sites are likely to be removed over time, in particular with the advent of the Leeds UDC.

Looking at the local plan context, the inspector was satisfied that employment and regeneration are two fundamental aims of the Morley Local Plan. "I have concluded that there would be substantial net employment gains on a site which is intended to be used for employment generation purposes and I am wholly convinced that the White Rose Centre would have a catalytic regenerative effect on the south Leeds area, not only in terms of intangible factors such as investor confidence." APP/N4720/A/87/69515. Leeds City Council, Yorkshire and Humberside Regional Office, 30th January 1989.



Balfour Beatty Ltd last week announced plans to build the "White City Centre" on a 25-acre site between Wood Lane and the M41 link road north of Shepherd's Bush. As application submitted to the London Borough of Hammersmith and Fulham proposes 560,000 square feet of shopping on two levels, including two large stores of 120,000 square feet. Other elements of the scheme include 100,000 square feet of leisure space, land for 60 houses and flats for the Shepherd's Bush Housing Association to be offered to council nominees and families on the association's waiting list, light industrial starter units, refurbishment of a former electricity generating station to provide craft workshops, speciality retail and a community centre, and 200,000 square feet of offices in two blocks. The £200 million scheme envisages nearly 4,000 parking places and a monorail link with existing shops around Shepherd's Bush Green. The site, owned by Balfour Beatty, British Rail, London Regional Transport and Taylor Woodrow, was part of the 1908 White City Franco-British Exhibition.

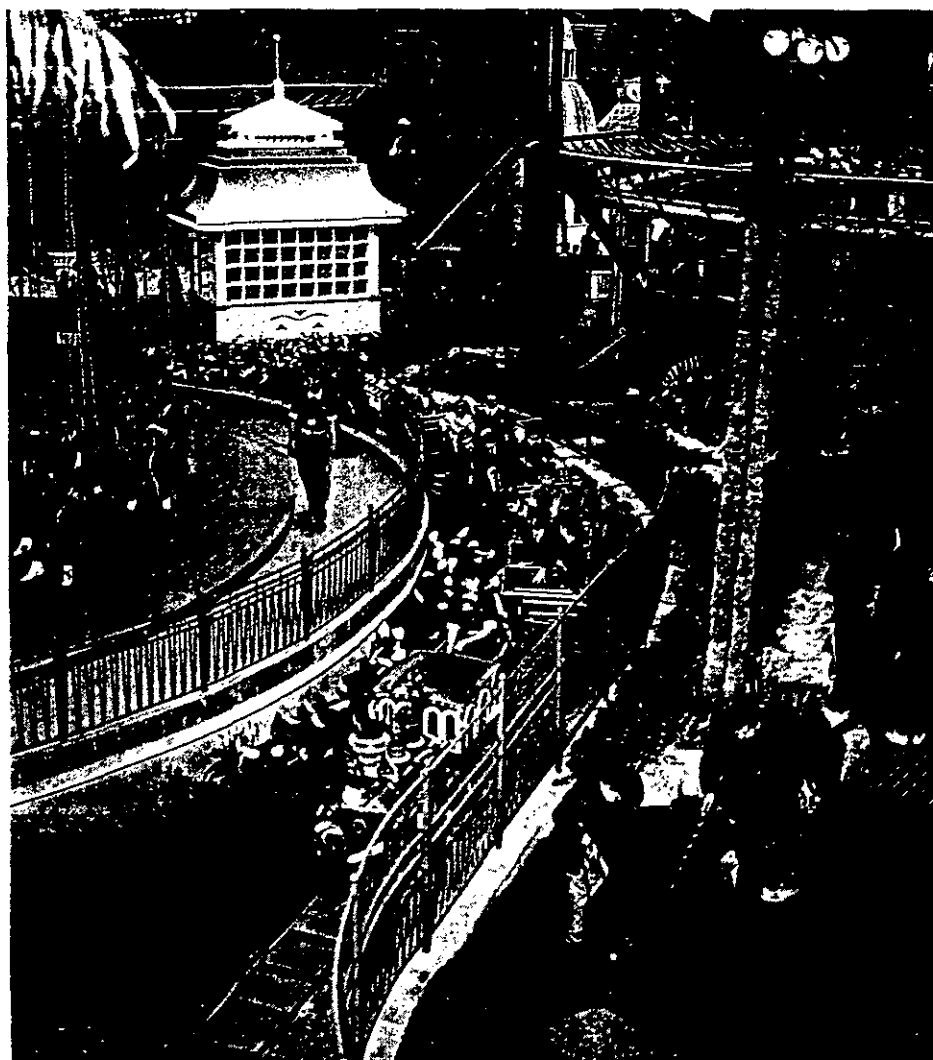
Trading at the

The MetroCentre in Gateshead which opened in October 1986 was the first out-of-town regional shopping centre in Britain and arrived at a time when many local authorities were questioning the wisdom of such centres on inner city shopping areas. So has the MetroCentre been successful? In this special article for the *MJ*, **Rosemary Feenan** of Chestertons, its managing agents, reports on research into trading patterns there last year.

The MetroCentre is the first and, as yet, the only out-of-town regional shopping centre in Great Britain. Its importance as a new and innovative retail format is widely recognised and there has been much debate and speculation over its performance. In order to provide a performance benchmark and to give an insight into how the Centre really functions, Chesterton – as managing agents – and The Church Commissioners – as

owners of the scheme, have appointed PA Cambridge Economic Consultants to undertake a detailed three year study into all trading aspects of the MetroCentre.

The first phase of the research analysed trading in May and June 1988. In parallel, the MetroCentre management team have sophisticated systems of monitoring the volume of traffic arriving at the centre on a daily basis.



Metroland: inside the Metrocentre

The MetroCentre opened in October 1986. It has approximately 1.6m sq ft of lettable retail space and three miles of shopping malls which currently comprises around 300 trading units, including the largest single storey Marks and Spencer in the Country. There are a further 30 units in the area of the Roman Forum, 12 in the antiques village and the Mediterranean village, which opens in May, will provide a further 35 shops.

So how has MetroCentre performed in terms of turnover? Turnover, of course, depends upon customer numbers and upon their propensity to spend. In 1987, the Centre had 4.8m car visits which accounted for an estimated 12m customers. Surveys in March recorded an average spend of £37 per car trip giving a total 1987 estimate of turnover for the MetroCentre of almost £180m.

In 1988, total car visits were in the region of 6.5m giving an estimated 16m customers, while according to the results of Phase I of the PA Cambridge Economic Consultants' study, the spend figure in 1988 rose to an average of £52 per trip giving a total turnover estimate of around £340 million. On Saturdays, predictably the Centre's busiest trading day, its malls are now holding around 100,000 people, equivalent to the entire population of Oxford.

A further study over Christmas has revealed that MetroCentre hit a trading record in the second week of December with some 450,000 customer visits, 578 coach visits and an estimated turnover during that week of approximately £9.5m.

So what do customers spend their money on? Most of the expenditure was on comparison rather than convenience goods. Ladies fashions and food and drink account for 50% of total spend while 11% is spent on menswear, 6% each on electric or photographic goods, footwear and childrenswear. The rest of the expenditure is spread over a wide range of goods and services.

Typically the MetroCentre shopper is youngish with 61% of all shoppers being between 16-39 years old. Table 1 shows the full age breakdown. The figures demonstrate that Metrocentre has gone a long way towards achieving its original ambition of being a retail and leisure centre which would appeal to all age groups.

An analysis of the social composition of the shoppers indicates that the lower middle class (group C1) and skilled working class (group C2) formed the largest groups of shoppers at MetroCentre. The former accounted for 30% of shoppers, the latter for 28% as shown in Table 2. Social classes A & B and D & E each accounted for 21%, hence there was a strong bias towards the lower social classes reflecting, in part, the social composition of the North East.

MetroCentre

This pattern of social composition, although perhaps not surprising, is interesting to the extent that it belies the view expressed by a number of commentators in the early days, that the concept of a quality out of town shopping centre would not appeal to the large tranches of population who fall into the lower social class categories. The research clearly demonstrates that these people are in fact the highest proportion of the Centre's customers.

experience with retail and leisure has been mixed in terms of the leisure side's real contribution to success.

Table 2:
Social Class (%)

AB Middle Class	— upper 21%
C1 Middle Class	— lower 30%
C2 Working Class	— skilled 28%
DE Working Class	— unskilled 21%
TOTAL	— 100%

MetroLand itself opened only four months before the PA survey was undertaken. Even after such a short time however, interesting patterns have emerged. The survey results reveal that although only 2% of shoppers intended to visit MetroLand, 7% (or 1.1 million people in 1988) actually did.

Table 1:
Age of Shoppers

Age	%
16-24	23
25-29	15
30-39	23
40-49	16
50-59	12
60+	11

MetroCentre's attraction as a destination for shopping and leisure is truly nationwide. Shopping trips were recorded from as far away as the South East, South Wales and Scotland. The core catchment area however is the North East and primarily the Tyne and Wear conurbation comprising Newcastle, Gateshead, North and South Tyneside and the Sunderland area. 64% of shoppers were resident in Tyne and Wear (predominantly Gateshead) with 18% resident elsewhere in the North East. 80% of shoppers came from within a 30 minute drive time band.

The evidence suggests that the attitudes of people in the North East to the MetroCentre is a very positive one and they compare it favourably with other local centres. In particular, over 90% were attracted by the general environment, the car parking facilities, the opening hours and the general layout of the centre. Over 80% of shoppers thought that the MetroCentre scored highly on elements such as signposts and facilities for the disabled, while features such as the number and range of shops were positively mentioned by 75% of shoppers. The dominant unattractive feature of the MetroCentre, mentioned by 16% of all shoppers was the difficulty of parking on Saturdays. Given that each of the 100,000 car parking spaces is filled an average of almost three times on a Saturday, that is perhaps not surprising.

To ease this situation a further 30 acres have been bought from British Rail in order that the coach park can be relocated to free up more spaces for shoppers' cars.

One of the most exciting and debated features of MetroCentre was the inclusion of MetroLand, the leisure box. The American



Rosemary Feenan

The results of Phase I of the three year survey reveal a vibrant shopping centre which is performing well and seems set to improve even further. People are spending more and staying longer and initial evidence seems to suggest that MetroLand is aiding the attractiveness of the Centre as a whole. The next stage results are due out in the Spring of this year at which time an update of performance will be available.

Confidence in the Centre by the retailers themselves is very high with eight retailers, including Menzies and the Original Art Shop, already taking second units and with some retailers like Peltz the furriers even taking third units with the Centre.

Rosemary Feenan is Director of Chesterton's research department.

The case for more in-town shopping

Southampton City Council has spent the past year campaigning vigorously against out-of-town shopping centres which it fears will ruin the city's economy. **Pam Newby** of the council's PR department puts the city's case.

Southampton City Council's campaign against out-of-town shopping has concentrated during the past year on the council's fight against retail developments on its own doorstep which it fears would devastate the city's central shopping area. The council has been in the front line facing a series of major threats to its continued prosperity with the submission of four applications for massive retail complexes on the edge of the city. Three have already been heard at public inquiries held by the Department of the Environment after pressure from the City Council. The subject of the first inquiry, a 200,000 sq ft shopping superstore proposed by Marks and Spencer plc, was thrown out by the Department, and the result of two other out-of-town shopping centres are expected shortly. These are at Whiteley, less than 10 miles from Southampton, and a massive 730,000 sq ft retail complex proposed at Adanac Park, just four miles from the city centre. This application is viewed by the council as the most threatening out-of-town shopping proposal in the area. An inquiry into a retail complex at Grove Lodge Farm, a site close to Adanac Park, will be held shortly. The Marks and Spencer application for a shopping complex on open land between Southampton and Bursledon was firmly rejected by the Department of the Environment. In its decision the Department said a development in this 'strategic gap' would destroy the open-space character of the site. This decision reinforced the importance of Local Plans with regard to boundaries between urban areas. The council banded together with neighbouring authorities and Hampshire

Continued on p.28

BERWIN LEIGHTON

N Sinclair	M Goldmeier	P F Robinson	S L Allan
V W Benjamin	M G Wilson	E M Palley	P W Steley
J R Fenner	P D Rudolf	J C Lowe	M R Gibson
L Heller	L H Evans	J P Kellett	T J Fleet
G M Chinn	M D Robinson	J M Powell	S J Kildahl
E Sibley	R E Downhill	R Hawkins	D G Halliday
T S Lyon	J C R Barty	C R E Latter	
B J Bartlett	R J Jones	G P Gilks	* Senior Associates
D B Rhodes	P F Stone	V A Metter	A Bunker
R M Buck	J H Overs	A J Rose	S A Nunes
D A Segal	E J Rothwell	H M Parry	G S Crighton
L H A Homan	W N Taylor	N J Davies	D P Taylor
M H Brummer	R I Burrow	J E Bennett	I R Trehearne

Solicitors

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London Bridge
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DDI No:

J. Underhill, Esq.,
Development Services Department,
Dartford Borough Council,
Civic Centre,
Home Gardens,
Dartford,
DA1 1DR.

Our Ref **TJP/S770/37**

Your Ref

Date **21st April 1989**

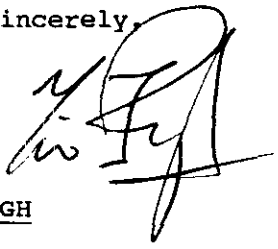
BY HAND

Dear Mr. Underhill,

Blue Water Park - Consultation with David Keene Q.C.

I refer to my fax earlier today and enclose a copy of my Instructions to David Keene, Q.C. for the consultation at 9.30 a.m. on Monday, 24th April.

Yours sincerely,


T.J. PUGH

pry/cl

BERWIN LEIGHTON

Solicitors

C. Spence	M. Genderson	P. E. Robinson	S. L. Allan
J. W. Barnard	M. G. Wilson	E. M. Bailey	P. W. Steele
R. Gennings	R. D. Rudolf	I. G. Lyle	M. R. Gibson
J. F. Hill	I. H. Evans	J. R. Eddowes	T. J. Fleet
C. M. Giddens	M. D. Thompson	M. R. Evans	S. J. Alden
R. Shill	S. J. L. Lyle	R. A. Hawkins	D. G. Hildes
J. S. O'Connell	J. B. Bly	C. M. Lister	
J. J. Smith	A. J. Jones	G. J. Jones	A. J. Jones
C. R. Ridd	S. J. Jones	J. A. Jones	A. J. Jones
R. M. B. J.	J. J. Jones	A. J. Jones	A. J. Jones
D. A. Jones	S. J. Jones	M. J. Jones	L. J. Jones
L. H. Jones	J. J. Jones	J. J. Jones	J. J. Jones
M. H. Jones	J. J. Jones	J. J. Jones	J. J. Jones

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227, 228, 229, 230, 231

MR. J. UNDERHILL,
Development Services Department,
Dartford Borough Council,
Civic Centre,
Home Gardens,
DARTFORD.
DA1 1DR

BY FAX

Dear Mr. Underhill,

BLUE WATER PARK - CONSULTATION WITH DAVID KEENE Q.C.

I confirm that the consultation with David Keene Q.C. is set for 10.30 a.m. on Monday, 24th April and will take place at his Chambers, 6 - 8 Gray's Inn, Sqns.

The main entrance to Grays Inn is on the northern side of High Court, about one hundred yards west of Chancery Lane tube station.

I am preparing a very short instruction to David Keene Q.C. which will circulate early this afternoon.

Yours sincerely,

T. J. 9046

bbs/ll

BLUE WATER PARK PLC
BLUE WATER PARK, DARTFORD

INSTRUCTIONS TO COUNSEL TO
ADVISE IN CONSULTATION ON
MONDAY 24TH APRIL 1989 AT
9.30 A.M. IN CHAMBERS

David Keene, Q.C.
4/5 Gray's Inn Square
London. WC1R 5AY.

BERWIN LEIGHTON
ADELAIDE HOUSE
LONDON BRIDGE
LONDON
EC4R 9HA

TJP/S770/37

BLUE WATER PARK PLC

BLUE WATER PARK, DARTFORD

INSTRUCTIONS TO COUNSEL TO
ADVISE IN CONSULTATION ON
MONDAY 24TH APRIL 1989 AT
9.30 A.M. IN CHAMBERS

1. GENERAL

1.1 The consultation will be attended by:-

Brian Briscoe	-	County Planning Officer, Kent County Council;
Christopher Oliver	-	Development Services Officer - Dartford Borough Council;
Julian Underhill	-	Group Leader Forward Planning - Dartford Borough Council;
Ian Pearce	-	Shearwater;
Carrie Puddicombe	-	Shearwater;
Tony Every-Brown	-	BCI;
Richard Thomas	-	Montagu Evans;
Lynne Evans	-	Montagu Evans;
Nicholas Taylor	-	Berwin Leighton;
Tim Pugh	-	Berwin Leight

1.2 The purpose of the consultation will be to discuss strategy for optimising the chances of Blue Water Park being granted planning permission against the background of the increasingly rigid attitude of the Government toward development in the Green Belt.

NO?
FOR
PERMISSION
OF IT.

2. BACKGROUND

2.1 Recent decisions from the Secretary of State for the Environment has been dismissive of both regional shopping centres and development in the Green Belt. Both the "Golden Triangle" and the Hewitts Farm proposals have been dismissed with costs awarded against the developer. The Cribbs Causeway proposal, which did not involve the Green Belt, was rejected by the Secretary of State although that decision was subsequently quashed.

LEADS
DECISION?

2.2 Whilst returning from a presentation at Newcastle, Godfrey Bradman of Rosehaugh was able to raise the issue of Blue Water Park with Nicholas Ridley. During that conversation Mr. Ridley, although not prepared to discuss the merits of Blue Water Park specifically, stated that he would not be prepared to give planning permission for proposals within the Green Belt but made oblique references to having passed on advice as to the means by which land might be removed from the Green Belt quickly.

TELL US
SOMETHING
NEW!

2.3 Having spoken very recently to the South-East Regional Office of the Department of the Environment, it is understood that the Inspectors' Report on Blue Water Park has yet to be received, although it is expected by the Department before the end of April. The Secretary of State's modifications to the Kent Structure Plan Review are understood to be being held on ice by the Department pending local authority elections in Kent. The modifications are not therefore expected before late May/early June.

2.4 Counsel has already advised that the optimum procedure for removing land from the Green Belt in circumstances such as those currently prevailing in Kent is that offered by Section 15A of the Town & Country Planning Act 1971. That provision allows a draft Local Plan to be placed on deposit, (subject first to being authorised by the Secretary of State) so long as it is in accordance with the provisions of a Structure Plan undergoing review, albeit that the draft Local Plan does not accord with the currently adopted Structure Plan. Clearly if the Secretary of

State's modifications to the Kent Structure Plan Review are suitable in content, the circumstances would be ideal for the procedure to be utilised.

SO WHAT
THE C.I.
HAS MADE
TAKEN PLACE

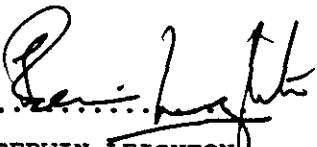
- 2.5 Having regard to the above, the most immediate point to be addressed is how best to guard against the Secretary of State reaching his decision on Blue Water Park and issuing a decision letter before his modifications to the Structure Plan Review have been issued. The issue which follows on from that, assuming that the Modifications are generally favourable to Blue Water Park and do not materially affect the principles upon which the draft Dartford Local Plan has been based, is how best to take matters forward from that stage. The consultation will offer an ideal opportunity to review matters as they stand and for suggestions on the best way forward on both these issues to be discussed.

NO
CHANCE
OF THIS
HAPPENING

3. INSTRUCTIONS

Counsel is asked to advise in consultation on Monday, 24th April at 9.30 a.m. :-

- 3.1 Generally on the issues raised above;
- 3.2 As to what steps, if any, he would recommend being taken at this stage in terms of approaches to the DoE in relation to the Blue Water Park decision and the draft Dartford Local Plan or either of them;
- 3.3 As to whether the merits of political lobbying to achieve the aims mentioned above and if so as to what form such lobbying should take.


BERWIN LEIGHTON

TJP/S770/37

21st April 1989

BWP 24/4/80.

BWP may now require inquiry to air mods in relation to BWP.

Should we approach DOB in suitability of use of expedited procedures in this case.

NB in case for expedited procedure, note delay with last RSP AAs between draft and final mods.

BWP

POINTS:

1. Expedited procedure inappropriate.
2. CP has been through pub. cons. AND members have reconsidered in light of public comments. Going to Report would not materially affect this - Report Version will only be Draft plus June 1988 report. This is what was available to the Local Inquiry. It is still only the BL's view. This 'status' will not change until we get CP Inquiry Inspector's report - 1990.
3. Inspector said he is not here to review GB boundaries, but to consider an application. However the fact that the 5 then AGs and the CP propose the exclusion of the area from the GB will be a material consideration.

CHECK:

1. BWP lib for local decision - see para. 2.1 of Brief to Council
- 2 " " my notes on what Inspector said at (3) above.

SENT: 09:14 03/05/89 RECEIVED: 15:02 03/05/89

TO: Marie Kelly Legal Services Officer
FROM: (0322) (341) 3956

TO: Chris Oliver.
FROM: 3962

SUBJECT: Blue Water park.

Planning Services Minutes.

I am concerned that Officers are attending Counsel's Chambers without first consulting with either myself or Tim.

Please would you note that in future any conferences with Counsel must first go through the Legal division. Berwin Leighton ought to know better!!!!

Marie.

FUTURE DEDICATION CRITERIA - OPEN SPACE/CHILDRENS PLAYGROUND AREAS

1. Areas concerned are part of a Section 52 Agreement in advance of planning approval being granted.

2. Areas for public open space or playgrounds which by their size and design form "usable space" for use by local residents or the public at large subject to any byelaws approved by the Council.

3. Landscape areas which form a critically important part of a planning requirement.

4. Areas will be laid out to the satisfaction of the Director of Operations and in accordance with current Council policy.

5. A Legal Agreement will be entered into on terms to be agreed by the Director of Administration and all costs borne by the dedicating party.

6. Financial terms are to be agreed with the Financial Services Officer based upon the following criteria:-

a) Contributions will be based upon five years maintenance to be paid at hand over and any interest accruing on the capital sum will be to the benefit of this Authority.

b) Full maintenance costs will be established (as indicated below) being inflated to take account of the takeover date and then a compound inflation element added in order that the full inflationary costs are covered.

c) The takeover date should be one year after agreed practical completion and the dedicating parties shall maintain the works to the satisfaction of the Council in the intervening period, all repairs/losses being corrected before acceptance by the Council.

Maintenance Costs:-

1) All grounds maintenance costs will be covered using present Contractors average rates for calculating estimates and shall include an allowance for higher initial maintenance/plant losses expected with a new site.

11) Staffing costs for playground attendants to open and close and inspect any playgrounds.

/continued...

RECEIVED 3 1 AUG 1989



Departments of the Environment and Transport

South East Regional Office
Charles House 375 Kensington High Street London W14 8QH

Direct line 01-605-9086

Switchboard 01-605 9000

GTN 2570

Chief Executive
Dartford Borough Council
Council Offices
High Street
Dartford
Kent DA1 1DR

Your reference

Our reference
SE2/5274/219/15

Date

23 August 1989

Dear Sir

TOWN AND COUNTRY PLANNING ACT 1971
APPLICATION BY BLUE WATER PARK PLC
FOR DEVELOPMENT OF LAND AT WESTERN QUARRY, DARTFORD

1. I enclose for your information a copy of correspondence received from Messrs Montagu Evans in connection with the above-mentioned planning application, which was considered at a public local inquiry in October/November 1989.

2. I should be grateful if you would let the Department have, within 21 days of the date of this letter, any comments you may wish to make on the enclosed letter. Please reply to the address shown above.

Yours faithfully

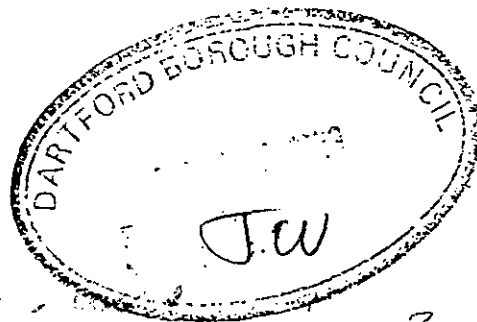
A Q Haslam

A Q HASLAM

ENC



RECYCLED PAPER



page 3
missing

no time to check it!

Copy of reply to
BB fill Decar.
J.B.

From: Chief Executive

To: DA/DO/DSO

FOR INFORMATION

Please let me have your reply
for C.C. to sign
by 11.9.89.



Montagu Evans

Chartered Surveyors

Premier House
44-48 Dover Street London W1X 3RF
Telephone 01-493 4002
Fax 01-491 1753

Department of the Environment,
South East Regional Office,
Room 552,
Charles House,
375 Kensington High Street,
London,
W14 8QH.

For the attention of Mr. A. Q. Haslam.

Your reference

SE2/5062/2195/15

Dear Sir,

RE: BLUE WATER PARK PLC.
BLUE WATER PARK, DARTFORD - CALLED IN APPLICATION.

We refer to the call-in inquiry held in October/November 1988 into the proposals by Blue Water Park Plc for a regional shopping and leisure centre at Western Quarry, east of Dartford, Kent. The call-in inquiry was held shortly after the Examination in Public into the Kent Structure Plan: Second Review and Alterations. The Secretary of State (May 1989) has now published his Proposed Modifications to the Plan, together with the Report of the Panel from the EIP.

The Report of Panel, together with the Secretary of State's Proposed Modifications, cover a number of matters relevant to the Blue Water Park case. We would, therefore, welcome this opportunity to submit brief further representations on behalf of Blue Water Park Plc on the called in application arising from the Proposed Modifications to the Structure Plan.

The public inquiry into the Blue Water Park proposal was conducted principally on the basis that the application site was in the Green Belt, although the matter was under review in the Structure Plan Alterations process. As at the date of the inquiry, the Examination-In-Public into the Kent Structure Plan Alterations had been held but the outcome of it was unknown. No report by the Panel had been published.

The situation has now changed with the publication of the Panel's Report and the Secretary of State's Proposed Modifications. It would seem from these that the Green Belt status of the Blue Water Park site is now somewhat less certain and more fluid than

A J Martin BL FRICS
A P Musto FRICS FRVA ACI Arb
J Montgomery BA FRICS FRVA
N J R Braybrook FRICS FRVA
I M Collinson FRICS
J R Clark FRICS
G M Skelcey BSc FRICS
C C Campbell FRICS
A J Payne MA FRICS
R F Durman FRICS
J B Hermiston FRICS Dip TP MRTPI
D H Taylor BSc FRICS
J N Gibbins BSc FRICS
W C O'Hara FRICS
C A Riding FRICS
R G Thomas MA BSc ARICS
J P A Forsyth BSc FRICS
A D Jelley FRICS
J C Pagella BSc FRICS
N P How BSc FRICS
A J Simmonds BSc FRICS
C M M Whyte BSc ARICS
M J Kerr LLB ARICS
G S Davey BSc ARICS
S R W Harris BSc FRICS
R D Harvey ARICS

Associates

D C Weightman FRICS
P H Graves BSc ARICS
P T H Lowne ARICS
Lynne Evans MA ARICS MRTPI
D A M Reid BA MRTPI
G R Figes BSc ARICS
P J Mason ARICS ARVA
R J Cohu BSc ARICS
S J Waugh BSc ARICS
R C Dunn BSc MRTPI
A R McRitchie FRICS
G F Parker BSc ARICS
N R Amos BSc ARICS
Fiona C Hamilton BSc ARICS

Consultant

T J Nardecchia OBE BSc FRICS

Secretary M J Bryant FCA

Our reference

LJE/JC/PD.1488

15th August 1989

it was. We draw attention to our representations on the Proposed Modifications, a copy of which we enclose. As we there indicated, the Secretary of State regards the Structure Plan Alterations process as a suitable opportunity for reviewing Green Belt boundaries in Kent, and indeed recognises that there is a need for them to be reviewed because of material changes in circumstances (para. 8.2.7. of his Statement). However, the Panel seems to have found it difficult to come to any final decision on the future of the Blue Water Park site.

This would appear to be the almost inevitable result of the coincidence in time of the EIP and the Blue Water Park inquiry. Any decision on whether this site should remain in the Green Belt has to involve a balance of its contribution to the Green Belt on the one hand and its potential contribution to meeting the economic and social needs of the area on the other. We note that this same balancing approach has been adopted by the Secretary of State in his Proposed Modifications when dealing with the Green Belt in North Dartford: see his Statement, para. 8.2.7.

Yet the Panel consciously refrained from investigating the positive case for Blue Water Park at the EIP, both in terms of shopping needs and in respect of Blue Water Park's contribution to stimulating the economy of the East Thames Corridor and North Kent generally. This was, quite understandably, left to the Blue Water Park inquiry to consider. The Panel recognised that the inquiry offered the more appropriate forum for addressing and balancing the question of need and the merits of the case against the Green Belt boundary principle. It seems to be on this basis that the Panel indicated that at present they would see no reason to remove the site from the Green Belt (para. 6.14 of Report) but that this may change in the light of the Blue Water Park inquiry.

The upshot would seem to be that the Secretary of State now has a much freer hand when dealing with the Blue Water Park proposal. It does not appear to us that he is now obliged to treat the Blue Water Park site as necessarily part of the Green Belt, since the future of the site in Green Belt terms has not been finally determined, but has deliberately been left open by the Panel. In those circumstances, it should not be necessary for the Applicants to have established "very special circumstances" before permission is granted, though we are confident that such circumstances were demonstrated at the inquiry. The Secretary of State is in the position now where he can make the balanced decision about the Blue Water Park site, weighing all factors and if appropriate excluding this land from the Green Belt as part of his Final Modifications to the Structure Plan. In such circumstances, Blue Water Park would not need to be treated as an exception to Green Belt policy.

We would emphasise the absence in the Panel's report of any positive endorsement of the value of this site in Green Belt terms. This contrasts sharply with their comments on other sites: see the seventh paragraph of the attached Representations on Policy MBG3. On the other hand, it accords with the attitude of the County and District Planning Authorities responsible for the Blue Water Park site, both of which fully supported our Clients' proposals.

Finally, it is relevant to the merits of the called-in application that the Secretary of State has in his Proposed Modifications clearly accepted the need to promote economic expansion in the Dartford area. He expressly refers in para. 8.2.7 of his Statement on his Proposed Modifications to the need to strengthen the economy of this part of Kent and to achieve a better east-west balance within the Region as a whole. This is an objective with which the Blue Water Park development would be fully in accord.

Yours faithfully,

Montagu Evans.

MONTAGU EVANS.

~~DSO~~ | DWH / 170

A Q Haslam Esq
Departments of the Environment and
Transport
South East Regional Office
Charles House
375 Kensington High Street
London W14 8QH

407

SE2/5274/219/15
CE/SS

1 September 1989

Dear Mr Haslam

TOWN AND COUNTRY PLANNING ACT 1971
APPLICATION BY BLUE WATER PARK PLC
FOR DEVELOPMENT OF LAND AT WESTERN QUARRY, DARTFORD

Thank you for your letter of 28 August enclosing a copy of correspondence from Messrs Montagu Evans.

The Council note what Montagu Evans say and concur with the sentiments which they have expressed.

Yours sincerely

CHIEF EXECUTIVE

c.c. Director of Administration
Director of Operations
Deputy Director of Administration
Development Services Officer ✓

DARTFORD

Borough Council

INTERNAL ONLY

Please ask for:

From: DEPUTY DIRECTOR OF ADMINISTRATION
To: MARIE KELLY - LEGAL SERVICES OFFICER
DEVELOPMENT SERVICES OFFICER
Attention of Mr Julian Underhill

My Ref: DDA/SS
Your Ref:
Date: 2 October '89

I enclose a copy of further comments on the Blue Water Park appeal from Gravesham and Mrs C Baker.



DEPUTY DIRECTOR OF ADMINISTRATION



Gravesham Borough Council

Chief Executive: E.V.J. Seager, IPFA

SECRETARY & SOLICITOR
ROGER C. MARDON, Solicitor

CIVIC CENTRE,
GRAVESEND,
KENT, DA12 1AU

Phone: Switchboard Gravesend (0474) 564422

Direct line: Gravesend (0474)

Fax: Gravesend (0474) 337453 **337258**

BDE: DX 6804, Gravesend

Ask for: **Mr. R. Mardon**

My ref: RCM/MH

Your ref: **SE2/5274/219/15**

Date: **15th September, 1989**

Departments of the Environment
and Transport

South East Regional Office

Charles House

375 Kensington High Street

LONDON

W14 8QH

REGISTRY

FILE NO. SE2/5274/219/15

PLAN NO.

Dear Sirs

TOWN AND COUNTRY PLANNING ACT 1971

APPLICATION BY BLUE WATER PARK PLC

FOR DEVELOPMENT OF LAND AT WESTERN QUARRY, DARTFORD

I refer to your letter of 28th August 1989, and wish to make the following comments on behalf of my Council in response to the comments made by Messrs. Montagu Evans.

1. I dispute that the Public Enquiry was conducted "principally on the basis that the application site was in the Green Belt". This was clearly an important issue, but other important issues were also debated, including the retail impact on the town centres at Gravesend and Bexleyheath.
2. I dispute that statement that the "green belt status of the Blue Water Park site is now somewhat less certain and more fluid than it was".
3. The Report of the Panel (Kent Structure Plan Second Review and Alterations) at paragraph 6.10 indicated that the Panel had been unable to reach a unanimous decision as to what to recommend to the Secretary of State on the controversial issue of the Green Belt boundaries at Dartford. Two members of the Panel (paragraph 6.13) were "convinced that it would be contrary to national and regional policy to make a structural alteration to Green Belt boundaries in the Dartford area as proposed by KCC".
4. The Chairman of the Panel (at paragraph 6.15) took a different view, believing that land could be released from the Green Belt to the north east of the town at and in the vicinity of Joyce Green Hospital. The Chairman therefore recommended to the Secretary of State (at paragraph 6.17) such a change "so that it applies to the land to the north east of Dartford only, and does not open up the possibility of making major changes to the Green Belt designation elsewhere in the Borough".
5. In his proposed modification, the Secretary of State accepted the recommendation of the Chairman, and states his views at paragraph 8.27 of his statement.

Continued/.....

6. Proposed modification 26 to alteration 33 would revise Policy WGB3 to read "Green Belt boundaries established in the original Kent Development Plan to the north east of Dartford..... should be reviewed in the Local Plan.....".
7. Proposed modification 12 setting out the wording of Policy ED6 specifically refers to land "to the north east of Dartford to the west of the Dartford Tunnel."
8. It is quite clear from reading the words of the Chairman in the Panel's Report, and from reading the Secretary of State's Statement, that the proposed adjustment to Green Belt boundaries is intended to relate to specific areas of land to the north east of Dartford to the west of the Dartford Tunnel and to the provision of a high quality business park there. The policy is explicit that the adjustment applies only to north east Dartford and does not provide for any other exceptions. It is also clear that a phased release of land is envisaged, which would not fit with the Blue Water Park proposal.
9. The site at Western Quarry clearly does not lie to the north east of Dartford - it lies to the east or south east of the town. It also clearly does not lie to the west of the Dartford Tunnel.
10. The Blue Water Park site is of a similar scale and size to Joyce Green. If the Secretary of State had intended to release it he would no doubt have specifically mentioned it. The deletion of the site from the Green Belt could in no way be judged a minor adjustment.
11. There is no discussion in the Panel's Report or in the Secretary of State's Statement of the merits of the Western Quarry site in Green Belt terms, and it must therefore be inferred that, coupled with a very specific reference to adjustment of green belt boundaries elsewhere in the Borough, that the Panel and the Secretary of State fully accept that the site performs a Green Belt role and should remain within the Green Belt.
12. The assertion by Montagu Evans that the Secretary of State is not now obliged to treat the Blue Water Park site as necessarily part of the Green Belt, I find surprising. The opportunity to adjust green belt boundaries is clearly one for the Structure Plan. The Secretary of State has taken that opportunity and proposes an adjustment that specifically does not include the Blue Water Park site. The onus on the applicant to prove "very special circumstances" is as strong as ever, and I remain of the view that that case has not been proved.
13. It may be noted that the Secretary of State has not found pressing need for Regional Shopping Centres on employment or retail grounds in recent appeal decisions, for example Adanac Park near Southampton.
14. Montagu Evans emphasise the absence in the Panel's Report of any positive endorsement of the value of this site in Green Belt terms. It is perhaps more useful to note that nothing in the Panel's Report indicates that the site is not appropriately sited within the Green Belt.

Continued/.....

15. On Montague Evans' final assertion on the last page of their letter I would point out that the Secretary of State at paragraph 8.2.7 specifically refers to the provision of a high quality business park at Dartford being a very important factor in helping to achieve the better balance which is needed between the east and the west of the South East Region and to strengthen the economy of this part of Kent. He makes no reference either here or elsewhere to a need for a regional shopping centre in this context, and I would therefore conclude that whilst he considers a high quality business park to be a very important factor, he does not view a regional shopping centre as a very important factor.
16. It is particularly noticeable that the Secretary of State proposes to delete all reference to particular locations in Policy RD5 (now RD4), which will leave any proposals to be dealt with on their merits in the context of the other planning policies which are applicable.
17. I am encouraged by this and by the Secretary of State's clear references to the changes to Green Belt boundaries at one specific location at Dartford, into believing that the Secretary of State will uphold Green Belt policy elsewhere in Dartford Borough and will refuse permission for the Blue Water Park proposal.

Yours faithfully



R.C. MARDON
Secretary & Solicitor

Your Ref:- 12, 13, 14, 15, 16

12, 13, 14, 15, 16

Application by Bluewater Park FIC
Western Quarry Dartford.

Dear Sir

On attending this month's Beem Residents Association meeting on Monday 11th Sept I was shown a letter that you sent dated 7th Aug asking the association for their comments with regard to a letter you received from Montague Evans who is the chartered surveyors representing Bluewater Park FIC.

As I attended the public inquiry I would like to comment as an individual. Firstly I find Montague Evans letter over presumptuous but then not unexpected as right from the start of the Bluewater Park planning application being presented this has been the general behaviour and attitude of the appellant. As I understand the Blue Circle eastern and western quarries are still considered a Green Belt site and I believe they should remain in the Green Belt, at present they act as an open space between Dartford and Gravesend, if the area has been turned into an unattractive green site by the appellant extracting chalk it is no excuse to have it excluded from the Green Belt now many more times would this happen in our area. When the Northern by pass road is built round Dartford we are going to lose some marshland what better site than eastern and western quarries for a natural habitat for wild life let the pits revert back to nature for people to enjoy. As for Bluewater Park being a contribution to the East Thames corridor do we really need it Dartford town centre has 2 new shopping centres opening this year. As for the traffic this Bluewater Park shopping centre would create is unthinkable an estimated 10,000 cars on a Saturday, the roads in our area at the moment cannot cope with the traffic we already have. All these comments and many more in detail was given to the D.C. inspector Mr. Smith at the public inquiry. If the Beem residents association had not been present at the inquiry there was a lot of facts the inspector would not have heard about from the appellant, this and so on we questioned and picked up on points made by the appellant both the inspector was interested in.

I hope that the letter sent to you by Montague Evans on behalf of the Bluewater Park FIC will not urge the D.C. and the secretary of state to make a hasty decision to withdraw the eastern and western quarries from the Green Belt until Mr. Smiths report has been submitted. Perhaps the secretary of State will take exception to being pressured by Bluewater Park FIC.

Yours faithfully

LBaker (T.M.)

BEAN RESIDENTS ASSOCIATION

Departments of the Environment and Transport,
South East Regional Office,
Charles House, 375 Kensington High Street,
London, W14 8QH.

67 Stonewood,
Bean,
Dartford,
Kent, DA2 8BZ.
my ref: 8917.
your ref: SE2/5274/219/15.
10 October 1989.

For the attention of Mr. A.Q. Haslam.

Dear Sir,

TOWN AND COUNTRY PLANNING ACT 1971
APPLICATION BY BLUE WATER PARK plc
FOR DEVELOPMENT OF LAND AT WESTERN QUARRY, DARTFORD.

We refer to your letter dated 28 August 1989 enclosing part of Montagu Evans communication of 15 August. The delay in replying was caused by the need to obtain documents and to enable responses to be formulated at Committee meetings on 11 September and 2 October.

Our Committee were annoyed at the seemingly unnecessary approach by the applicant's firm of Chartered Surveyors seeking to influence the inquiry decision at this late stage. The points they selected, and opinions offered, were very narrow and did not review other contemporary reports.

Because of the above we are hesitant to raise new issues and therefore have intentionally summarised our views extremely briefly below;-

1. A Regional Shopping Centre is incompatible with Green Belt ⁽¹⁾.
2. The Secretary of State proposed a review of Green Belt at North Dartford/north-east Dartford (Stone Marshes) as it would not significantly affect local amenity ⁽²⁾.
3. Shearwater/Blue Circle/BDP had a Regional Shopping scheme for this location ⁽³⁾.
4. Western and Eastern Quarries provide a barrier to urban sprall and maintain separation of communities. Care is needed to avoid a Bracknell/Reading/Slough type 'infill' along the Bean Valley, joining Dartford to Gravesham.
5. Buildings, on a small scale, in Western Quarry quarry might not be visually obtrusive.
6. Major access routes would be too intrusive, affecting people and spoiling good land.
7. EiP and 'New Roads by New Means' alter road financing criteria relevant to BWPk ^(4,5).
8. Road designs for BWPk were to NRTF(84), now outdated by the May 1989 NRTF ⁽⁶⁾.

9. The 'M25 Review' states that Dartford Crossing traffic forecasts were too low ⁽⁷⁾.
10. 'Roads for Prosperity' has a Scheme Identification Study for A2 Bean to M2 ⁽⁸⁾.
11. (6-10) above justify redesign of Bean Link and Interchange if this access route is chosen.
12. The now agreed import of chalk from Medway obviates new workings in Dartford ⁽⁹⁾.
13. Housing on Darenth Park equivalent 'footprint' is acceptable to us ⁽¹⁰⁾.
14. We believe that Darenth Park should also be the District General Hospital site.
15. Eastern Quarry needs to be restored to Woodland and recreation, but not involving refuse disposal or a Theme Park.
16. BCI should facilitate early completion of TIR east of Greenhithe as intended ⁽¹¹⁾.

With your permission we would be pleased to amplify these points by return.

We are agreeable to these comments being copied to interested parties.

Yours faithfully,



B.G. Martin (Mrs)

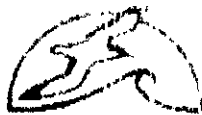
Honorary Secretary, Bean Residents Association.

References:

- (1) "Major Retail Development", DoE Planning Policy Guidance, PPG 6, January 1988; [para 15].
- (2) "Kent Structure Plan: Second Review and Alterations, Statement Relating to the Secretary of State's Proposed Modifications", June 1989; [pg 46 para 8.2.7 Policy MGB2].
- (3) "Shearwater's New Retail Schemes", Chartered Surveyor, 19 June 1966; ["..Blue Circle are doubling their chances by working up another retail development which is proposed as part of their massive Crossways 25 scheme on Stone Marshes a few miles further north. Building Design Partnership have drawn up plans for a regional shopping centre."].
- (4) "Kent Structure Plan: Second Review and Alterations, Statement relating to the Secretary of State's Proposed Modifications", June 1989; [pg 6 para 3.2 Policy S2].
- (5) "New Roads by New Means", Consultation White Paper, Cm 698, May 1989. [Roads Financed by Developers" para 6. "Of course contributions to highway improvements cannot make acceptable developments that are unacceptable for other reasons." and para 31. The Environment "A privately financed road scheme would have to comply with the same environmental requirements as a Government scheme.Consultations are extensive....."].
- (6) "National Road Traffic Forecasts (Great Britain)", HMSO, June 1989.
- (7) "M25 Review - The Report", Volume 2, HMSO, 1989; [Appendix 2, para A2.17].
- (8) "Roads for Prosperity", Cm 693, May 1989.
- (9) Application TM/88/1098 to move 1mtpa of chalk by road from Holborough to Swanscombe; [Permission granted by KCC on 2 December 1988].
- (10) DoE Ref SE2/5274/220/2, Proposed Development of the Darenth Park Hospital site for Housing and ancilliary purposes; [decision awaited].
- (11) "North-West Kent Town Map", KCC, 1976/77

Acknowledgements:

- [1] Dartford Borough Council, Planning Department; for 3 days loan of Public Deposit Version of the Structure Plan Panel Report and Secretary of State's Proposed Modifications.
- [2] Gravesham Public Library for HMSO publications.



SHEARWATER

Management plc

5-7 John Prince's Street London W1M 9HD
Telephone 01 491 0906 Telex 28167
Fax (Group 3) 01 409 2785

TO Mr S Underhill FROM Mr Ian Pearce

SUBJECT Blue water Pools DATE 19-10-89

TOTAL NUMBER OF PAGES INCLUDING THIS ONE 4

MESSAGE

IF YOU DO NOT RECEIVE ALL THE PAGES PLEASE TELEPHONE IMMEDIATELY



SHEARWATER PROPERTY HOLDINGS PLC

5-7 John Prince's Street London W1M 9HD
Telephone 01 491 0906 Telex 28167
Fax (Group 3) 01 409 2785

IGSP/CMB

18 October 1989

Mr Christopher Shepherd
Chief Executive
Dartford Borough Council
Civic Centre
Home Gardens
Dartford
Kent DA1 1DR

Dear Mr Shepherd

BLUE WATER PARK

I am concerned about the rumours circulating at the moment that a decision may have been or is about to be made by the Secretary of State, and this could well be to refuse planning permission for Blue Water Park. We have been approached over the last couple of days by various newspapers saying that they have heard this.

Whilst Berwin Leighton has checked with the Department and is assured that no decision letter has been issued, that is not to say that a Decision has not been made or is imminent.

On any judgement, a reading of Chris Patten's public comments on planning and the environment, for example, on the issue of the award of costs at Wraysbury and in his speech at the Conservative Party Conference, makes dismal news for us.

The point which I think makes helpful reading is his commitment to the fact that local communities have an instinctive understanding of what their areas need and how they can best develop. His message that he wants local authorities and local communities to take as many of the decisions about their character and their future as possible would not sit well with the dismissal of Blue Water Park which had so much local support.

I do think that we should now urgently take the opportunity to bring home with the Department the extent of support for our project.

cont....

2.
18th October 1989

Given that these rumours are circulating and we have always thought that early November might be about the right time for a decision to emerge, I would like to make sure that no opportunity is lost even at this late stage to push for a positive result, and any assistance you can give through informal channels is vital.

I enclose a copy of the extract from Chris Patten's speech to which I have referred.

Yours sincerely



IAN PEARCE FRICS
MANAGING DIRECTOR

encl.

cc: Mr J Underhill



ATTEN 193/89

-11-

When I make planning decisions, I will always start from the assumption that local communities have an instinctive understanding of what their areas need and how they can best develop. I want local authorities, local communities, to take as many of the decisions about their character and their future as possible. In doing so they will have to remember that there is, and must be, a regional interest and a national interest too. We can't each plan the development of our own bit of the country behind a stockade.

But I repeat that I want local communities, wherever possible, to take local decisions. That's true in the country and true in our towns and suburbs. Quality of life isn't just an issue for the countryside.

I listen with considerable sympathy to what my colleagues in Parliament like Richard Boyson say on town-cramming. Last week I issued for consultation, new advice on the use of urban land to try to stop the blight of pleasant residential areas. If that continues more townspeople will flee the suburbs for the countryside. That will be bad for both town and country.

Planning is a form of regulation to enhance the quality of life. For too long in managing our water industry in Britain, we've blurred the distinction between providing

/... the water



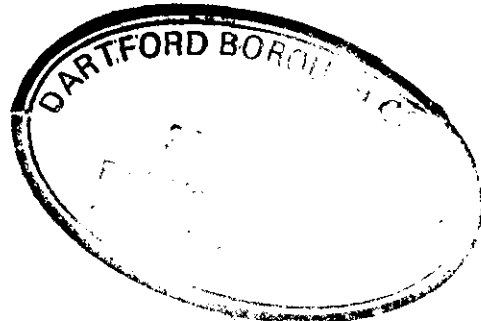
SHEARWATER PROPERTY HOLDINGS PLC

5-7 John Prince's Street London W1M 9HD
Telephone 01 491 0906 Telex 28167
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IGSP/CMB

18 October 1989

Mr Christopher Shepherd
Chief Executive
Dartford Borough Council
Civic Centre
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Dartford
Kent DA1 1DR



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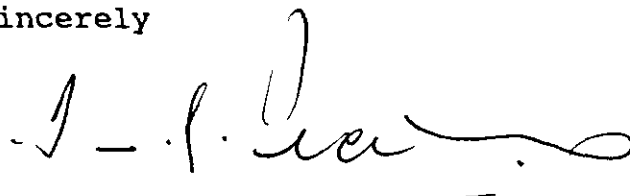
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2.
18th October 1989

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Yours sincerely

A handwritten signature in dark ink, appearing to read 'I. P. Frics', with a horizontal line underneath.

IAN PEARCE FRICS
MANAGING DIRECTOR

encl.

cc: Mr J Underhill



ATTEN 193/89

-11-

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/... the water



From the Regional Controller
(Planning)

Departments of the Environment and Transport
South East Regional Office
Charles House 375 Kensington High Street
London W14 8QH
Telephone 01-605 3444 605 9086

Berwin Leighton
Solicitors
Adelaide House
LONDON BRIDGE
LONDON EC4R 9HA

Our Ref: SE2/5062/182/1
SE2/5062/219/15
RSE/5062/35/1/012

December 1989

Dear Sirs

TOWN AND COUNTRY PLANNING ACT 1971
PLANNING APPLICATIONS NOS DA/86/0391 OUT AND DA/88/0336 OUT BY BLUE WATER PARK PLC
TO DEVELOP WESTERN QUARRY AND ADJACENT LAND AT DARTFORD, KENT AS A REGIONAL
SHOPPING CENTRE

1. I refer to the local inquiry held from 11 October to 15 November 1988 by the Inspector Mr K G Smith B.Sc(Hons) MRTPI into two applications made by Blue Water Park PLC for planning permission to develop a regional shopping centre with recreational and leisure facilities and associated access roads including alterations to the existing highway network, and 10,000 car parking spaces, on land at Western Quarry and adjacent land at Dartford, Kent. The applications were made to Kent County Council. The Secretary of State has directed in pursuance of Section 35 of the Town and Country Planning Act 1971 that the applications be referred to him for decision instead of being dealt with by the local planning authority. It is noted that the first application, called in for decision by the letter of 21 October 1987, was withdrawn at the inquiry and the Secretary of State proposes to take no further action in respect of that application.
2. Concurrently with the inquiry, the Inspector also held an inquiry from 8 to 15 November into objections to the Stopping Up Of Highways (County of Kent)(No.) Order 19, made under section 209 of the Town and Country Planning Act 1971.
3. The Inspector, whose conclusions are reproduced in the attached Annex, recommended that planning permission be refused and that the Section 209 Order be not confirmed. A copy of his full report is also enclosed.
4. The Secretary of State takes the view that your client's proposals for a regional shopping centre at the Western Quarry and the Second Review and Alterations to the Kent Structure Plan are inter-related and must be considered together. In particular he considers that the key issue is whether there is a structural need for a regional shopping centre such as to warrant a strategic decision to allow a revision of Green Belt boundaries to accommodate the proposed development. In this connection the Secretary of State has taken into consideration the letter received

from Messrs Montagu Evans dated 15 August 1989 which was circulated to the main parties to the application on 28 August 1989 and to the further representations which have been made as a result.

5. In his report into the regional shopping centre application the Inspector recognised that there were shopping and Green Belt policies proposed in Kent County Council's Structure Plan Review which support your client's proposal but took the view that strategic decisions concerning these policies rested with the Secretary of State for his consideration in his approval of the Structure Plan. The Inspector accordingly dealt with your client's application on the basis that the site was in the Metropolitan Green Belt and commented that the site would continue to serve important Green Belt functions unless a strategic decision is taken in the approval of the Structure Plan Review to adjust Green Belt boundaries in the Dartford area. He nonetheless identified a shopping need in the locality which could not be met by the improvement of other nearby shopping centres.

6. In relation to the policies in the Structure Plan Review on shopping and the Green Belt, the Panel who reported in December 1988 following the Examination in Public into selected matters said they did not have enough information to judge whether a case had been made out for a regional shopping centre in the area and took the view that the question of need would be best established at the Blue Water Park Inquiry. With regard to the Green Belt issue, the Panel said they could see no reason at present to remove the site from the Green Belt, but they accepted that this matter would have to be reconsidered in the event of planning permission being granted for the proposed regional shopping centre in the Green Belt. At that stage, however, the Inspector's Report into the regional shopping centre was not available and the Secretary of State's proposed modifications, published in May 1989, followed the Panel's recommendations on this aspect. The proposed modifications deleted Policy RD5a for a regional shopping centre in North West Kent, but still allowed for regional shopping centres to be developed in exceptional circumstances. The modification proposed to Policy MGB3, however, did not allow for the revision of Green Belt boundaries to allow for a regional shopping centre.

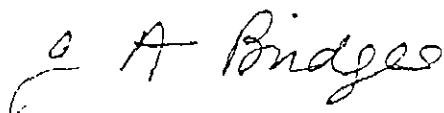
7. With regard to what the Secretary of State now regards as the key issue, he accepts the Inspector's conclusion that there will be a shopping need in the A2 corridor which would not be adequately met by improvements to existing centres. He also agrees with the Inspector's conclusion that the Blue Water Park proposal would satisfy this need and that it is highly unlikely that any other site exists in the A2 corridor which would be subject to less planning objection. Furthermore, the Secretary of State considers that the proposal reflects the Regional Guidance for South East as it offers a significant opportunity to help revitalise the eastern sector and foster economic growth which would contribute to redressing the balance of attraction for development between East and West in the Region. Bearing this in mind the Secretary of State has today published his further proposed modification to Policy MGB3 which provides for the Green Belt boundaries in North West Kent to be revised to allow for a regional shopping centre there. A copy is enclosed for your information, together with a copy of the accompanying Statement of Reasons.

8. On the overall balance of the arguments and given the proposed further modification to the Kent Structure Plan Review, the Secretary of State is minded to grant planning permission for a regional shopping centre at the application site (with conditions). Before reaching a final decision, however, he hereby invites the parties to the called-in application to consider the new evidence comprised in his

proposed modification to the Kent Structure Plan Second Review and Alterations and if they wish, to comment on this modification as it affects the representations made concerning the development proposed for the application site.

9. Copies of this letter are being sent to Dartford Borough Council, Kent County Council and to all those individuals and bodies represented at the inquiry who are entitled to receive a copy of the Inspector's Report. The comments of yourselves and of all those wishing to respond should be made to this office by 16 February 1990.

Yours faithfully,

A handwritten signature in cursive script, reading "J A Bridges". The signature is written in dark ink on a white background.

JOYCE BRIDGES
Joint Regional Controller (Planning)

BLUE WATER PARK

Response by Dartford Borough Council on representations made on the Departments of the Environment and Transports' 'Minded to Approve' letter of 14 December 1989. (Paragraph references relate to the Inspector's Report)

=====

The Borough Council has studied the further representations which have been made, and has the following observations to make:

1. (a) SERPLAN has identified a qualitative deficiency in strategic shopping provision in the A2 corridor in North Kent.
(b) The Blue Water Park Inquiry yielded no evidence to contradict this. The Inspector concurred with the SERPLAN finding and noted there was little dispute over it (para.83.2).
(c) Further, the Inquiry identified a quantitative deficiency which, the Inspector said, 'translates into a shortfall of durable shopping floorspace' (para.86.18).
(d) The Inspector concluded that the shopping need 'could not be adequately satisfied by improvement to existing centres' (para.91.2(e)).
(e) The further representations contain no material which undermines these findings and conclusion.
2. (a) The Blue Water Park applicants conducted an 'Alternatives Sites' study which looked at non-Green Belt sites within and outside the urban area, and at other despoiled Green Belt land. The relevant planning authorities (Dartford Borough Council and Kent County Council) were consulted during the carrying out of this study. No suitable alternative site was found.
(b) Bexley and Gravesham have not suggested any better site in the A2 corridor than Western Quarry, and their consultant knew of 'no other site to suit development of the proposed type and scale' (para.15.7).
(c) The Inspector concluded, 'it is highly likely that no other site exists which would be subject to less planning objection than Western Quarry for a new freestanding centre' (para.91.2(e)).
(d) The further representations contain no material which undermines these findings and conclusion.
3. (a) The Inspector found 'no sound and convincing reason against this application from the impact of the scheme on existing centres' (para.84.16).

/contd...

- (b) The further representations contain no material which undermines this conclusion, nor particularly which demonstrates that a regional shopping centre at Western Quarry would seriously affect the vitality and viability of any nearby town centre as a whole.
- 4. There is no reason to suppose that a further Examination in Public would reach any different conclusions on the strategic issues of shopping needs in the A2 corridor, shortfalls in retail floorspace, and possible sites for a regional centre.
- 5. Within any particular area, the definition or revision of a Green Belt is properly a matter for the relevant District authority, County authority and, depending on circumstances, the Secretary of State. In the case of Western Quarry, all three parties are of a common view that a case has been made for revising Green Belt boundaries to allow for the development of a regional shopping centre.
- 6. Accordingly the Borough Council urges the Secretary of State to confirm his proposed further modification to Structure Plan Alterations Policy MGB3, and to give effect to his intention to approve the Blue Water Park planning application.

SE121/89

14 December 1989.

BLUE WATER PARK SHOPPING CENTRE GETS PROVISIONAL GO-AHEAD
FEWER NEW HOUSES PROPOSED FOR THE CANTERBURY AREA

Environment Secretary Chris Patten today announced provisional approval for the Blue Water Park Regional Shopping Centre, near Dartford in Kent, and proposed further modifications to the Kent Structure Plan Review.

Commenting on his provisional decision, Mr Patten said:

"I attach considerable weight to the view, expressed in his report by the Inspector who conducted the Public Inquiry into the proposed Blue Water Park development, that the shopping need in the A2 corridor in North Kent could not be satisfied by improvements to existing centres.

"I am also inclined to the Inspector's view that it's highly unlikely that other sites exist which would be subject to less planning objection.

"This development in a chalk quarry at Dartford, which is supported by the County and Borough Councils, would help revitalise the area, foster economic growth and create thousands of jobs.

"For these reasons I am minded to approve the development of the Blue Water Park Regional Shopping Centre.

"Because of its strategic importance, I consider that the development should not be decided separately from the current Review of the Kent Structure Plan."

Mr Patten has proposed a further modification to the Kent Structure Plan to allow a review of the Green Belt boundary to enable the provision of a Regional Shopping Centre in North West Kent.

New housing in the Canterbury area

After considering representations, Mr Patten has proposed a further modification to the Kent Structure Plan to reduce the number of new houses to be built in the Canterbury area between 1991 and 2001.

Mr Patten said:

"This modification is proposed to avoid creating unacceptable pressures for growth in the villages around the City."

The Secretary of State will issue his final decisions on modifications to the Kent Structure Plan Review, and on the Blue Water Park Regional Shopping Centre planning application, after considering any further representations made in response to these proposals.

Kent County Council will now advertise the proposed modifications. A further period of 6 weeks will be given for objections to be made to them, and for comments to be made on the Secretary of State's provisional approval of the proposed Blue Water Park Regional Shopping Centre.

NOTES TO EDITORS

1. An Examination in Public (EiP) into the Second Review and Alterations to the Kent Structure Plan was conducted in July and August 1988 by a Panel appointed by the Secretary of State.
2. The Public Inquiry into the application for the proposed Blue Water Park Regional Shopping Centre was held in October and November 1988.
3. The previous Secretary of State (Nicholas Ridley) published his proposed modifications to the Kent Structure Plan Review proposals in May 1989. About 140 representations and objections to the proposed modifications have since been received, including representations in respect of the provision of a Regional Shopping Centre in North West Kent. Since those modifications were published, the Inspector who held the Inquiry into the proposed Regional Shopping Centre has submitted his report.

In the light of the Inspector's report, the Secretary of State has re-examined the evidence on the Green Belt issues at Dartford contained in the Report of the Panel which conducted the EIP of the Kent Structure Plan Review. He has noted that the Panel said that they did not have enough information to judge whether a case had been made for a Regional Shopping Centre in the area. The Panel took the view that the question of need could best be satisfied at the Planning Inquiry into the shopping centre proposal. While they saw no reason at the time to recommend removal of the site from the Green Belt, they considered that the "matter. . . would have to be reconsidered in the event of planning permission being granted for the proposed Regional Shopping Centre there".

In respect of the proposed Regional Shopping Centre at the Western Quarry site, the Inspector recognised that there were policies in the submitted Structure Plan Review which supported the proposal. However, he took the view that he could not pre-empt the strategic decisions concerning these policies which rested with the Secretary of State in relation to the Structure Plan Review. The Inspector, therefore, dealt with the proposal on the basis of policies in the existing Structure Plan relating to the site, including its Green Belt location, and recommended against it.

The Secretary of State agrees that the Green Belt issues here are best considered in the context of the Structure Plan Review. The new evidence contained in the Inspector's report on the Blue Water Park proposal is of direct relevance to consideration of objections to the modifications to the Structure Plan. The Secretary of State, therefore, has considered this new evidence and has concluded that the case has been made for an adjustment of the Green Belt boundary at Dartford to provide for a Regional Shopping Centre.

Issued by David Stewart, Department of the Environment Regional Press Officer, South East Region, Central Office of Information, Lincoln House, 75 Westminster Bridge Road, London SE1 7DU (tel 01-217 2411 ; fax 01-928 6974).

DSH

CREATED: 11:52 19/12/89 RECEIVED: 11:53 19/12/89

FROM: Tim Saville, Deputy Dir. of Administration
NUMBER: Dartford 34(3957)

TO: Cllrs Nothard, Leadbeater, TCH Smith, Jones c.c. CE, DOp, DF, DSO, LSO
NUMBER: 3950

SUBJECT: BLUE WATER PARK

This is to let you know that today we have received from the DoE a letter saying that the Sec of State is minded to grant planning permission for a regional shopping centre at the above site. Before reaching a decision however he is inviting parties to comment on a proposed modification to the Kent Structure Plan Review allowing for a regional shopping centre at the site as it affects the representations made at the Inquiry re the proposed development. These comments are to be made to the DoE by 16th February.

I shall be letting you have copies of the main documents at Council tonight.

Tim

DDA/DSO. JW.

*I understand C.B. Bexley & Cyril Townsend
will certainly be making representations*

Councillor M.A.Nothard,
24 Cedar Drive,
Sutton at Hone,
Dartford, Kent.

Mr T.Saville
410

DDA/vh

29 Dec 89

Dear Councillor Nothard,

BLUE WATER PARK

I refer to the various OPD messages sent in this matter before Christmas.

I understand that the Development Services Officer is preparing a report for the Council's Planning Committee on 5 February recommending positive support for the Blue Water Park proposal. We are therefore proposing to write to the Department of the Environment after the Committee meeting to meet the 16 February deadline for representations.

Yours sincerely,

DEPUTY DIRECTOR OF ADMINISTRATION

cc: Chief Executive
Director of Operations
Director of Administration
Director of Finance
Development Services Officer ✓

Mr R. Dunn, MP
House of Commons,
LONDON SW1

Mr T.Saville
410

DDA/vh

29 Dec 89

Dear *Bob*,

BLUE WATER PARK *PER*

I refer to your OPD message of 21 December to Cllr. Nothard.

I understand that the Development Services Officer is preparing a report for the Council's Planning Committee on 5 February recommending positive support for the Blue Water Park proposal. We are therefore proposing to write to the Department of the Environment after the Committee meeting to meet the 16 February deadline for representations.

Yours sincerely,

DEPUTY DIRECTOR OF ADMINISTRATION

cc: Chief Executive
Director of Operations
Director of Administration
Director of Finance
Development Services Officer ✓

The London Green Belt Council

President; ~~Sydney Chapman~~ Esq. MP.

Michael Shersby

Hon. Secretary
Please reply to:

The Regional Director,
Department of the Environment,
South East Regional Office,
Charles House,
375 Kensington High Street,
London W14 8QH

KD4 appendix 5B
AD 22 623
L G Holt,
13 Oakleigh Park Ave.,
Chislehurst, Kent
BR7 5PB

15 January, 1990

Your ref: SE2/5062/540/29

Dear Sir,

Kent Structure Plan Second Review and Alterations

1 I write to lodge my Council's objections to two aspects of Modification N. 58, as set out in the papers enclosed with your Department's letter of 14 December, 1989.

"North-East of Darford"

2. In commenting on this aspect of the Review, it is only possible to deplore the continuing action of the Secretary of State in siding with the minority view of the EIP Panel, despite the fact that the majority, and the Inspector in the earlier case involving this area, thought quite otherwise, on just the same premises.

3. The Modification now proposed continues effectively to ignore the guidelines prescribed in PPG2 for dealing with redundant hospital sites in the Green Belt, even though there are now at least the cases involving Cane Hill Hospital, Surrey, and Foxhall Hospital, Ipswich, to demonstrate, in the dismissals of appeals, that the PPG guidelines are intended to be used rather than ignored.

4. As before, the requirement for some of this land is presumably still at least 10 years away, which casts doubt on the degree of immediacy and urgency which is supposed to justify the amendment now of such long-established boundaries. The reference in the Review to "in particular for high quality business uses" also raises the question of what other uses may be allowed if "the particular uses" are not too readily forthcoming.

Regional Shopping Centre/Bluewater Park (RSC/BWP)

5. Having at last received the Inspector's report on BWP, dated 24 May, 1989 (!), one realises how helpful it would have been to have had this document in dealing with the Montagu Evans letter of 15 August, 1989, which sought to make a number of points in favour of this scheme months after the Inquiry had closed, and indeed well after the Inspector had reported. (It would also have been helpful if the Department had included me in its circulation.)

6. In particular, the Inspector's decisive remarks, in paragraphs 79.5-12 of his report, on the Green Belt functions performed by the quarry site would have been especially relevant in dealing with the various comments made in page 2 of the Montagu Evans letter, which sought to play down the Green Belt aspect and merits of the case by, among other things, making much of the "absence in the Panel's report of any positive endorsement

of the value of this site in Green Belt terms. This contrasts sharply with their comments on other sites...".

7. Elsewhere in the planning authorities' proposals, much has been made of ~~the~~ "tight" boundaries restricting Dartford's development; but Western Quarry is hardly "tight" on Dartford's boundary, and the special circumstances, or overriding need for an RSC now being advanced seem to go well beyond any particular or specific Dartford deficiency, whether of shopping facilities or economic regeneration.

8. In the latest supporting Statement of Reasons, the Secretary of State accepts and agrees with several of the Inspector's conclusions, and notes the Regional Guidance for the South-East (as had the Inspector) but then proceeds to ignore the Inspector's recommendation that planning permission be refused, and the reasons therefor as put in paragraph 91.5. These indicate that the Inspector had given very full weight to the considerations now advanced by the Secretary of State (and to a number of other factors) in coming to his recommendation.

9. Equally, the Inspector's views, set out in paragraph 91.1 on the Green Belt functions reflect his earlier remarks, expressed in no uncertain terms, about the site's importance in this respect. But, of course, if the boundary can be so adjusted by the Secretary of State, with its flavour of 'moving the goalposts', there is no limit on what may be permitted in erstwhile Green Belt, of whatever importance or length of standing, thus conveniently removing the need to make an outstanding case for development, which the Inspector clearly thought had not been made in this case.

10. Other examples of permission to develop in the Green Belt following Secretary of State decisions based on 'very special circumstances' have not entailed a change in boundaries, so it is necessary to consider the possible implications of such a change in this case. In this seemingly 'chicken and egg' situation, if the Structure Plan/boundary change is the 'chicken', quite a variety of 'eggs' could then be laid in Western Quarry, because the protection of Green Belt development criteria would have been removed.

11. To put the matter in a series of questions, if this area is excluded from the Green Belt :-

- i) Would this effectively be unconditional, so that a) positive action would be required to put it back into the Green Belt; and b) any type of development could then be put forward for the site, subject only to non-Green Belt planning criteria and considerations ?
- ii) Would the change carry with it the stipulation that only a/any RSC could be developed there ?
- iii) Would the change carry with it the stipulation that only the BWP scheme as proposed/approved could be developed there ?

12. To sum up on the RSC/BWP aspect, it would be preferable for the Green Belt status of the site to remain as a general protection until such time as it is clear e.g. by virtue of a formal notification from the BWP (or any other RSC) developers of the commencement of work on, or completion of, the development, that the intended purpose had been achieved

13. Ideally, however, the site should be retained in the Green Belt, albeit allowed as an RSC-if it is- as a very special case. There are signs that the question of more RSC's, their economic viability, etc, is becoming more problematical. This is, of course, not a planning matter, Green Belt or otherwise, but if it is possible to look forward to the 'non-development' of an RSC for which planning permission had been given, it would be preferable if this non-event were to occur on a site which had kept its Green Belt status, performing the purposes so eloquently described by the Inspector. The existing boundary would thus remain in any event; and indeed any other course might suggest that there had been an intention per se to exclude this area.

14. To conclude on the Modification as a whole, it can properly and realistically be said that both aspects will, if the envisaged development takes place, add to the general over-development, over-loading of facilities and infrastructure and the congestion brought about by economic expansion to date in the South-East, (even before the consequential of the Channel Tunnel arrive), of which current road and rail problems are but two examples. It will be a most unfortunate outlook for the Metropolitan Green Belt if these proposals, inevitably generating subsequent additional pressures for development, are in the end allowed by the Secretary of State.

Yours faithfully,



L G Holt

To: Development Planning & Transportation Item B11
15 January 1990

By: County Planning Officer

Subject: BLUE WATER PARK PROPOSED REGIONAL
SHOPPING CENTRE

Classification: Unrestricted

File Ref: DA/86/391

Summary: The Secretary of State has announced that he is minded to grant planning permission to the Blue Water Park application. Comments on this 'provisional decision' are invited. // NO

Recommendation: I RECOMMEND that the Secretary of State BE ADVISED of the County Council's strong support for his provisional decision to permit the Blue Water Park application.

(1) In October and November 1988 a planning inquiry was held into applications by Blue Water Park plc for a regional shopping centre with recreational and leisure facilities, associated access roads, highway improvements and 10,000 car parking spaces. The site of the proposed development is the disused 'Western Quarry' at Dartford, well related to and adjacent to the built up urban area, but in the Metropolitan Green Belt.

(2) The application, which had the full support of the County and Dartford Borough Councils was 'called in' by the Secretary of State for determination. The Inspector's report, recommending refusal on green belt grounds, has now been considered by the Secretary of State who takes the view that as the regional shopping proposal and the Kent Structure Plan Second Alteration are interrelated, they must be considered together. In particular, the Secretary of State feels that the key issue is whether there is strategic need for a regional shopping centre in North-West Kent such as to warrant a revision of Green Belt boundaries to accommodate it.

(3) In his report, the Inspector dealt with the Blue Water Park application site on the basis that it was in the Green Belt. He commented that the site would continue to serve important Green Belt functions unless a strategic decision is taken in the approval of the Structure Plan Second Review to adjust Green Belt boundaries in the Dartford area. He nonetheless did identify a shopping need in the locality which could not be met by the improvement of other nearby shopping centres.

(4) As regards the Secretary of State's key determining issues, he accepts the Inspector's conclusion that there will be a shopping need in the A2 corridor which

would not be adequately met by improvements to existing centres. He also agrees with the Inspector's conclusion that the Blue Water Park proposal would satisfy this need and that it is highly unlikely that any other site exists in the A2 corridor which would be subject to less planning objection. Furthermore, the Secretary of State considers that the proposal reflects the Regional Guidance for the South East as it offers a significant opportunity to help revitalise the eastern sector and foster economic growth which would contribute to redressing the balance of attraction for development between East and West in the Region. The Secretary of State is therefore proposing a further modification to the Kent Structure Plan Second Alteration which provides for the Green Belt boundaries in north-west Kent to be adjusted and so allow for a regional shopping centre there.

(5) On the overall balance of the arguments and given the proposed further modification to the Kent Structure Plan Review, the Secretary of State is minded to grant planning permission for a regional shopping centre at the application site. Before reaching a final decision, however, he has invited comments on this 'provisional' decision from interested parties. Any representations are required by 16 February (the date of expiry for representations on the Structure Plan further modifications) and the Secretary of State will announce his final decision thereafter.

(6) The Secretary of State's provisional decision to permit the Blue Water Park project is to be warmly welcomed and supported by the County Council. Considerable effort and staff resource was provided by my and the County Surveyor's and County Secretary's Departments in furtherance of the County Council's support for the proposal, both during the application processing stage and subsequently at the five week long planning inquiry. This prestigious development will contribute to the revitalisation of north-west Kent and the East Thames corridor generally by the creation of many new jobs and enhancing economic prosperity, facilitating early construction of stage 1B of the Thameside Industrial Route (TIR), ensuring the beneficial re-use of a disused chalk quarry and upgrading the image of this part of north-west Kent.

AN
ME7
F36
GIVEN

(7) I RECOMMEND that the Secretary of State BE ADVISED of the County Council's strong support for his provisional decision to permit the Blue Water Park application.

Background Documents:

Planning Application documents under ref. DA/86/391

264



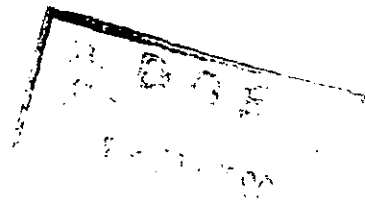
County Planning Officer Brian Briscoe MA MRTPI ARICS

Department of the Environment
South East Regional Office
Charles House
375 Kensington High Street
London W14 8QH

PLANNING

Springfield
Maidstone
Kent ME14 2LX
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Tel: Maidstone (0622) 671411
696098 - Direct Line

Ext: Mr Eaton
Ask for: SE2/5062/182/1
Your ref: DA/86/391
Our ref: 16 January 1990
Date:



Dear Sir

BLUE WATER PARK, WESTERN QUARRY, DARTFORD

I refer to your letter of 14 December concerning the Secretary of State's 'provisional' decision to allow the Blue Water Park proposal. This was considered by the County Council's Development Planning and Transportation Committee on 15 January at which it was resolved to advise the Secretary of State of the County Council's strong support for his provisional decision. A copy of my report to the Committee is enclosed.

You may accept this letter as formal notification of Kent County Council's response to your letter of 14 December.

Yours faithfully

Plans Manager

ACK
B/24/60
SB

To: Development Planning & Transportation Item B11
15 January 1990

By: County Planning Officer

Subject: BLUE WATER PARK PROPOSED REGIONAL
SHOPPING CENTRE

Classification: Unrestricted

File Ref: DA/86/391

Summary: The Secretary of State has announced that he is minded to grant planning permission to the Blue Water Park application. Comments on this 'provisional decision' are invited.

Recommendation: I RECOMMEND that the Secretary of State BE ADVISED of the County Council's strong support for his provisional decision to permit the Blue Water Park application.

(1) In October and November 1988 a planning inquiry was held into applications by Blue Water Park plc for a regional shopping centre with recreational and leisure facilities, associated access roads, highway improvements and 10,000 car parking spaces. The site of the proposed development is the disused 'Western Quarry' at Dartford, well related to and adjacent to the built up urban area, but in the Metropolitan Green Belt.

(2) The application, which had the full support of the County and Dartford Borough Councils was 'called in' by the Secretary of State for determination. The Inspector's report, recommending refusal on green belt grounds, has now been considered by the Secretary of State who takes the view that as the regional shopping proposal and the Kent Structure Plan Second Alteration are interrelated, they must be considered together. In particular, the Secretary of State feels that the key issue is whether there is strategic need for a regional shopping centre in North-West Kent such as to warrant a revision of Green Belt boundaries to accommodate it.

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(4) As regards the Secretary of State's key determining issues, he accepts the Inspector's conclusion that there will be a shopping need in the A2 corridor which

would not be adequately met by improvements to existing centres. He also agrees with the Inspector's conclusion that the Blue Water Park proposal would satisfy this need and that it is highly unlikely that any other site exists in the A2 corridor which would be subject to less planning objection. Furthermore, the Secretary of State considers that the proposal reflects the Regional Guidance for the South East as it offers a significant opportunity to help revitalise the eastern sector and foster economic growth which would contribute to redressing the balance of attraction for development between East and West in the Region. The Secretary of State is therefore proposing a further modification to the Kent Structure Plan Second Alteration which provides for the Green Belt boundaries in north-west Kent to be adjusted and so allow for a regional shopping centre there.

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(6) The Secretary of State's provisional decision to permit the Blue Water Park project is to be warmly welcomed and supported by the County Council. Considerable effort and staff resource was provided by my and the County Surveyor's and County Secretary's Departments in furtherance of the County Council's support for the proposal, both during the application processing stage and subsequently at the five week long planning inquiry. This prestigious development will contribute to the revitalisation of north-west Kent and the East Thames corridor generally by the creation of many new jobs and enhancing economic prosperity, facilitating early construction of stage 1B of the Thameside Industrial Route (TIR), ensuring the beneficial re-use of a disused chalk quarry and upgrading the image of this part of north-west Kent.

(7) I RECOMMEND that the Secretary of State BE ADVISED of the County Council's strong support for his provisional decision to permit the Blue Water Park application.

Background Documents:

Planning Application documents under ref. DA/86/391



~~REGISTERED WITH THE CIVIC TRUST~~

Mr Thomson
5/2 85

Hon Sec,
G.J.Allan,
22 Hook Green Lane,
Wilmington,
Dartford,
Kent. DA2 7AJ.
Tel: 0322 64896.

271

Your Ref: SE2/5062/182/1
SE2/5062/219/15
RSE/5062/35/1/012.

Dear Madam,

Town & Country Planning Act 1971.

Planning Applications Nos DA/86/0391Out & DA/88/0336Out by Blue Water Park Plc to develop Western Quarry and Adjacent Land at Dartford, Kent as a Regional Shopping Centre.

Thank you for your communication of December 89.

The Executive Committee of the Wilmington Society and the Dartford and District Ratepayers Association have both arrived at the same conclusion with regard to developments above, reiterating the points previously made at this Inquiry, to the EiP on the Structure Plan and the discussions with the Dartford Boro Council on the proposals in the Dartford Local Plan.

1. It is only the Green Belt status which has preserved the few "Green" areas in the town area of the Borough.
2. The licence for extraction of minerals makes the return of the site to agricultural land a condition to the winning of minerals.
3. The construction of the M25 was expected to return the "Free Flow" of traffic to Inner London and the South East. Between conception and completion the project became totally inadequate to deal with the present day traffic movements. The biggest and worsening inadequacy being at Dartford. This, according to forecasts of known requirements will not improve in spite of improvements under construction. No reliable consideration can be given to the expected or actual requirements emanating from the incomplected Channel Tunnel. It would be reasonable to conclude that forward planning is an essential factor, but in this case there are too many unknown quantities to reach a sound conclusion.
4. The improvement to the immediate approach roads to be made by the developer may be a small gain in the near locality. These will have no benefit to the villages and rural areas through which many of the visitors to Blue Water Park will travel, 26000 being expected at weekends which takes no account of the numbers in the summer months travelling to the countryside or seaside from all areas of London, the South East and Essex.
5. The infrastructure of the towns in the vicinity has not been greatly improved. Planning permission is given for more and more development the roads in the dormitory areas are still those laid down to cope with the traffic conditions of the late 20s. At the present time it is impossible to leave Dartford for the villages or elsewhere, at peak hours without joining queues at junctions or traffic lights.

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Wilmington Society.

Conclusion.

Due to economic fluctuations, the time to the final exhaustion of the supply of chalk from the site, completion of the Channel Tunnel and rail links it could be several years before the Blue Water Park project is commenced. Our request is therefore, as previously the green belt in the area remains as at present.

If it is considered that any development is essential to the area for economic reasons such as Blue Water Park it be treated as a Special Exception leaving the designation of the land on which it will be constructed as Green BELT thus ensuring that any planning application which may be granted and eventually aborted does not override the Green Belt Policy and open the site and surrounding area for general development of any description.

We earnestly request you to maintain the status quo.

Yours faithfully,

Chairman

Associe of Hayward

Hon Sec, Wilmington Society.

Chairwoman, Dartford & District
Ratepayers Association.

25 January 1990.

Miss J.A.Bridges,
Joint Regional Controller (Planning)
Departments of Environment and Transport
South East Regional Office,
Charles House, 375 Kensington High St.,
London. W14 8QH.

Copy to: Conservation Officer, CPRE, (Kent Branch)
Hon Sec., London Green Belt Council;

ACK
7.2.90 SB

Mr Thomson

Mr Colley
5/2. Yes 5.8 5/2

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Joint Regional Control (Planning),
Department of the Environment
& Transport,
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London,
W14 8QH.

Your Ref

SE2/5062/182/1
SE2/5062/219/15
RSE/5062/35/1/012

LJE/JC/PD.1488

2nd February 1990.

Dear Sir,

RE: TOWN & COUNTRY PLANNING ACT 1971
PLANNING APPLICATIONS: NUMBERS DA/86/0391OUT
& DA/88/0336OUT BY BLUE WATER PARK PLC TO DEVELOP
WESTERN QUARRY ADJACENT LAND AT DARTFORD, KENT
AS A REGIONAL SHOPPING CENTRE.

We are instructed by our Clients, Blue Water Park Plc., to submit representations in response to the Secretary of State's letter of 14th December 1989 in respect of the above call-in applications, in which he encloses the Inspector's inquiry report and sets out his own conclusions on the above development. Blue Water Park Plc. welcome the Secretary of State's conclusion that he is minded to grant permission for their proposed development of a regional shopping centre at Western Quarry, Dartford.

We note that the Secretary of State considers that the shopping centre proposal is inter-related with the Kent Structure Plan Review and the two need to be considered together. He has, by letter of the same date, proposed further Modifications to policy MGB3 of the Structure Plan to allow for the site to be removed from the green belt and he has stated that he wishes to give all parties the opportunity to comment on the proposed Structure Plan Modification in relation to their representations on the call-in inquiry before issuing his final decision.

We are instructed to respond as follows:-

1. Blue Water Park Plc. fully endorse and support the Structure Plan Proposed Modifications in respect of policy MGB3. In considering the development proposal for a regional shopping centre together with the issues

A J Martin BL FRICS, A P Musio FRICS FRVA AGI, A J Montgomery BA FRICS FRVA, N J R Braybrook FRICS FRVA, I M Collinson FRICS, J R Clark FRICS, G M Sweeney BSc FRICS, G C Campbell FRICS, A J Payne MA FRICS, R F Durman FRICS, J B Hermiston FRICS DipTP MRTPI, D H Taylor BSc FRICS, J N Gibbins BSc FRICS, W C O'Hara FRICS, C A Riding FRICS, R G Thomas MA BSc ARICS, J P A Forsyth BSc FRICS, A D Jelley FRICS, J C Pagella BSc FRICS, N P How BSc FRICS, A J Simmonds BSc FRICS, C M M Whyte BSc ARICS, M J Kerr LLB ARICS, G S Dwyer BSc ARICS, S R W Harris BSc FRICS, P T H Lowe ARICS, S J Wagh BSc ARICS Associates
D C Weighman FRICS, P H Graves BSc ARICS, Lynne Evans MA ARICS MRTPI, D A M Reid BA MRTPI, G R Figs BSc ARICS, P J Mason ARICS ARVA, R J Cohn BSc ARICS, R C Dunn BSc MRTPI, A R MacRiche FRICS, G F Parker BSc ARICS, N R Amos BSc ARICS, Fiona C Hamilton BSc ARICS, N P Law BSc ARICS ARVA, D J Carter BSc ARICS
Consultant T J Nardocchia OBE BSc FRICS, Secretary M J Bryant FCA

raised by the Structure Plan Review, the Secretary of State has indicated that he regards the key issue to be whether there is a structural need for a regional shopping centre such as to warrant a strategic revision of the green belt boundaries.

2. In respect of the shopping need, both the Inspector and Secretary of State have accepted and agreed with the evidence given by Blue Water Park Plc. and the Local Planning Authorities, that there is clear need in both quantitative and qualitative terms for additional floorspace in North West Kent which cannot be provided in existing centres. Further, they have agreed that the Blue Water Park proposal would meet this need and that no other sites exist in the Corridor which would raise less planning objections. The Secretary of State has concluded that a clear structural need for a regional shopping centre has been identified and proven at the call-in inquiry. We strongly support this conclusion.
3. In respect of green belt issues, the Inspector for the call-in inquiry indicated that the strategic decision over the future of the green belt should be taken by the Secretary of State as part of the Kent Structure Plan Review, and he therefore confined his consideration of the development proposals within the context of the approved Kent Structure Plan, in which the site enjoyed approved green belt status.

The Secretary of State has now indicated in his proposed Modifications to the Kent Structure Plan Review and Alterations that he is satisfied that the strategic alteration of the green belt boundaries is properly due and justified because of the clear identified need for the shopping development in this part of North West Kent. We fully support this conclusion and the proposed Modification to the Structure Plan Review.

4. The proposed Modification, therefore, means that the principal reservation raised by the Inspector, which in his view was sufficient to withhold the grant of permission for the proposed development, has been removed. We are confident that a formal grant of permission for the Blue Water Park development would now be fully in accordance with the Kent Structure Plan Second Review and Alteration and with the emerging Dartford District Plan, as well as with the Regional Guidance for the South East.

Our Clients trust that these representations are helpful and look forward to the early publication of the final decision letter.

We should be grateful to see and for the opportunity to comment on any representations submitted by other parties involved with this particular development proposal.

Blue Water Park Plc. have, by letter of the same date, submitted representations on the further proposed Modifications on the Structure Plan Review and we enclose a copy of that submission.

Yours faithfully,

Montagu Evans

MONTAGU EVANS.

c.c. Blue Water Park Plc.

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Regional Director,
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W14 8QH.

Your Ref

SE2/5026/540/29

Our Ref

LJE/JC/PD.1488

2nd February 1990.

Dear Sir,

RE: TOWN & COUNTRY PLANNING ACT 1971 (AS AMENDED)
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We are instructed by our Clients, Blue Water Park Plc., to submit representations on the further Modifications which the Secretary of State proposes to make to the Kent Structure Plan: Second Review and Alterations, as issued on 14th December 1989. These representations are concerned solely with the proposed Modification to policy MGB3.

In submitting those representations, we have carefully examined the further Modifications proposed together with the Secretary of State's letter of 14th December 1989 in respect of the application by Blue Water Park Plc. for the development of Western Quarry and adjoining land at Dartford as a regional shopping centre. The Secretary of State has set out his conclusions in that letter and indicated that he is minded to grant permission for the development subject to the receipt of representations in the light of his further proposed Modifications to the Structure Plan. We have, therefore, also submitted representations in respect of the call-in inquiry as requested by Secretary of State and enclose herewith a copy of our submission.

In respect of the proposed Structure Plan Modifications, we would comment as follows:-

1. Blue Water Park Plc. welcome and strongly support the proposed further Modifications to policy MGB3 to provide for an adjustment of the green belt boundaries in North West Kent to allow for a regional shopping centre in that area.
2. We concur with the Secretary of State's view that the Structure Plan offers the appropriate opportunity for a strategic view of green belt boundaries. This is an

approach we have advocated and consistently supported in our earlier representations on the Structure Plan Review.

3. We are pleased to note that both the Inquiry Inspector and the Secretary of State have clearly accepted the retail evidence given at the Blue Water Park call-in inquiry and have agreed in their conclusions that there exists both a quantitative and qualitative need for further shopping space in this part of North West Kent, which could not be met by improvements to existing centres; that the Blue Water Park proposal would satisfy these needs and that no alternative sites exist within the area which would raise less planning objection.
4. We are further pleased to note that the Secretary of State has agreed with our view that a regional shopping centre in this location would be in accordance with the Regional Guidance for the South East, particularly in fostering economic growth in assisting the revitalisation in the Eastern Thames Corridor.
5. We, therefore, strongly support the conclusion drawn by the Secretary of State that a revision of the green belt boundaries is properly due and justified by the benefits of strategic importance which would be brought about by a regional shopping centre in North West Kent.

We trust that these representations will be of assistance to the Secretary of State. We should be grateful for the opportunity to see and to comment on any other submissions which are made in respect of the Structure Plan Review.

Yours faithfully,

Montagu Evans

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Enc.

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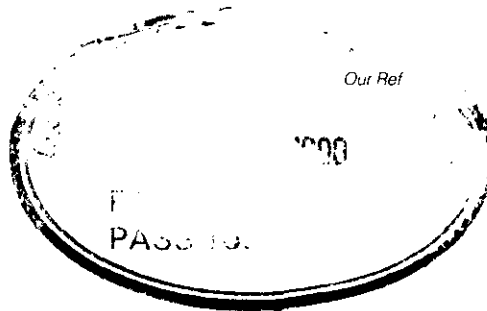
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J. Underhill Esq.,
Planning Department,
Dartford Borough Council,
Civic Centre,
Home Gardens,
DARTFORD,
Kent,
DA1 1DR.

Your Ref

Our Ref



LJE/JC/PD.1488

2nd February 1990.

Dear Julian,

Re: Blue Water Park.

Further to our recent telephone conversation, I enclose a copy of the reps. I have today submitted on behalf of Blue Water Park PLC, both in respect of the proposed Structure Plan Mods. and the minded to grant letter on the call-in inquiry.

As discussed, I should be grateful for a copy of the reps. you are proposing to submit in due course.

Yours sincerely,

LYNNE EVANS.

Enc.

c.c. I. Pearce/Mrs. C. Puddicombe - Shearwater Property Holdings Plc.

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LJE/JC/PD.1488

2nd February 1990.

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PLANNING APPLICATIONS: NUMBERS DA/86/0391OUT
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Our Clients trust that these representations are helpful and look forward to the early publication of the final decision letter.

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3. We are pleased to note that both the Inquiry Inspector and the Secretary of State have clearly accepted the retail evidence given at the Blue Water Park call-in inquiry and have agreed in their conclusions that there exists both a quantitative and qualitative need for further shopping space in this part of North West Kent, which could not be met by improvements to existing centres; that the Blue Water Park proposal would satisfy these needs and that no alternative sites exist within the area which would raise less planning objection.
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We trust that these representations will be of assistance to the Secretary of State. We should be grateful for the opportunity to see and to comment on any other submissions which are made in respect of the Structure Plan Review.

Yours faithfully,

Montagu Evans

MONTAGU EVANS.

Enc.

c.c. Blue Water Park Plc.

REPORT TO	PLANNING COMMITTEE	
DATE	5 FEBRUARY 1990	
FROM	DIRECTORATE	OPERATIONS
	DIVISION	DEVELOPMENT SERVICES
SUMMARY	RESPONSE TO SECRETARY OF STATE ON FURTHER STRUCTURE PLAN MODIFICATION AND 'MINDED TO APPROVE' LETTER ON BLUE WATER PARK	
FINANCIAL IMPLICATIONS	NONE	
FILE DO1	BACKGROUND WHOLE FILE	DATE -

SUBJECT: STRUCTURE PLAN MODIFICATION AND BLUE WATER PARK
PLANNING APPLICATION

1. INTRODUCTION

- 1.1 The Secretary of State has published a further draft modification to the Kent Structure Plan Alterations to make provision for an adjustment of Green Belt boundaries in North West Kent to allow for a regional shopping centre in that area. He has also announced that given this proposed further modification, he is minded to approve the Blue Water Park planning application. The Council is invited to respond to the further draft modification itself, and to comment on the modification so far as it affects the representations made about the Blue Water Park development proposals. This report suggests a draft response on each issue.

sb/plann/5.2blwater

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PLANNING COMMITTEE

5 FEBRUARY 1990

2. BACKGROUND

- 2.1 The 1988 Kent Structure Plan Alterations, as submitted to the Secretary of State, contained the following policy, which sought to establish the principle of the review of Green Belt boundaries, primarily in Dartford:

'MGB3 Green Belt boundaries established in the original Kent Development Plan in the Dartford, Swanley and Sevenoaks areas in different social and economic circumstances should be reviewed in Local Plans. Where there is no conflict with the purposes of the Green Belt those boundaries should be adjusted to new edges, which will endure for the long term. Such adjustments will allow for identified future development needs, in particular for high quality business uses and to meet housing requirements. The case for this arises mainly at Dartford and only to a limited extent elsewhere'.

- 2.2 Planning Committee considered the submitted Alterations on 23 February 1988 and resolved that a supportive representation be made to the Secretary of State in relation to MGB3 (and certain other policies). Evidence was presented to the Structure Plan 'Examination in Public' in July 1988 in support of the Council's representation.

- 2.3 The Secretary of State, in his proposed modifications published in May 1989, modified MGB3 to delete the references to Swanley and Sevenoaks and to the wider review of Green Belt boundaries at Dartford. In its modified form, MGB3 read as follows:

'Green Belt boundaries established in the original Kent Development Plan to the north east of Dartford in different social and economic circumstances should be reviewed in the Local Plan, and adjusted to new edges which will endure for the long term. Such adjustments will allow for identified future development needs, in particular for high quality business uses and to meet housing requirements'.

- 2.4 The submitted Alterations also contained a policy (RD5) which provided for the development of a regional shopping centre in NW Kent as an exception to the presumption that new floorspace should usually be located in town centres (three other locations in the County were also identified as appropriate 'exceptions'). This was also supported by the Borough Council, but the EIP Panel eliminated each of

PLANNING COMMITTEE

5 FEBRUARY 1990

the four specified exceptions (for differing reasons) and recommended that the policy be deleted. In the case of the NW Kent element of the policy, the Panel took the view that more evidence would be made available to the then forthcoming public inquiry into the Blue Water Park application on the merits of that particular site for a major retail facility and on the case for such a facility in NW Kent. The Secretary of State however welcomed the County Council's attempt in RD5 to recognise new forms of retailing in the Structure Plan, and in his modifications included a policy on the lines proposed by the County Council, but without any reference to specific locations: that is to say be accepted the principle of 'out-of-centre' developments.

- 2.5 The Blue Water Park planning application was the subject of a local inquiry in October/November 1988. The Secretary of State has now published the Inspector's report. The Inspector finds, inter alia, a:

'shopping need at 1996 in the A2 corridor in North Kent which Blue Water Park would satisfy, which I find could not be adequately satisfied by improvements to existing centres and for which it is highly likely that no other site exists which would be subject to less planning objection than Western Quarry for a new free-standing centre'.

However, whilst the Inspector is of the view that the combined force of the factors in support of Blue Water Park is 'truly considerable', he concludes that 'it does not constitute a sufficiently compelling and exceptional argument to outweigh the strong presumption against major shopping development in the Metropolitan Green Belt'. He recommends that the planning application be refused.

- 2.6 The Secretary of State has now written to Blue Water Park's solicitors, saying that in his view their client's proposals for a regional shopping centre at Western Quarry and the Second Review and Alterations to the Kent Structure Plan are inter-related and must be considered together. He considers that the key issue is whether there is a structural need for a regional shopping centre such as to warrant a strategic decision to allow a revision of Green Belt boundaries to accommodate the proposed development. His letter refers to the EIP Panel's view, expressed in their report that 'they could see no reason at present to remove the site from the Green Belt', but he comments that at that stage the Inspector's report into the regional shopping centre was not available, and the Secretary of State's proposed modifications of May 1989 followed the Panel's recommendations on this aspect.

PLANNING COMMITTEE

5 FEBRUARY 1990

- 2.7 The Secretary of State then reviews the questions of: need, alternative sites, Regional Guidance and fostering economic growth; and that bearing this in mind, he has published his proposed further modification to MGB3 to enable the revision of Green Belt boundaries in North West Kent to allow for a regional shopping centre there.
- 2.8 In a statement issued with his letter, the Secretary of State says:

"I attach considerable weight to the view, expressed in his report by the Inspector who conducted the Public Inquiry into the proposed Blue Water Park development, that the shopping need in the A2 corridor in North Kent could not be satisfied by improvements to existing centres.

"I am also inclined to the Inspector's view that it's highly unlikely that other sites exist which would be subject to less planning objection.

"This development in a chalk quarry at Dartford, which is supported by the County and Borough Councils, would help revitalise the area, foster economic growth and create thousands of jobs.

"For these reasons I am minded to approve the development of the Blue Water Park Regional Shopping Centre."

3. DISCUSSION

- 3.1 The Secretary of State's intention to approve the Blue Water Park proposals is clearly of the utmost significance for the Borough. No other single development will do more for the Borough's economy, for its employment prospects, for its image, for developer perceptions and for investment prospects generally. Equally, for a development of this scale, there are remarkably few negative environmental impacts and indeed, within the site itself there is the major gain of a positive use and restoration of a massive chalk quarry.
- 3.2 Members will also appreciate the significance within the decision making process on Blue Water Park of the Council's support for the project. This support (and that of the County Council) is referred to not only by the Inspector in his conclusions, but also by the Secretary of State in his relatively short statement on his provisional decision to approve.

PLANNING COMMITTEE

5 FEBRUARY 1990

- 3.3 It is suggested that the Council's response on the further modification and its implications for the Blue Water Park application take the form of two statements (annexed at 'A' and 'B' to this report), to be adopted by resolution. The statements cover the Council's position on the submitted Alterations, refer appropriately to the Inspector's report on the application, deal with developments since the Inquiry, and make appropriate supplementary points.

4. LEGAL IMPLICATIONS

- 4.1 Members should appreciate that whilst the policy prospects for Blue Water Park are now very good, they are by no means finally resolved. It is still open to the Secretary of State to withdraw or amend the proposed further modification and not to proceed with his intention to approve the application (as happened with the Foxley Wood housing project).

5. FINANCIAL IMPLICATIONS

- 5.1 Prior to the reform of the rating system, there would have been a direct net gain to the Borough in terms of a much-enhanced rateable value. The rate income from the scheme will however now be sub-sumed into the national pool of business rate income. Members will appreciate however, that this comment is not directly relevant to the planning considerations. What is of importance in planning terms is the agreement of the developer to make substantial contributions to off-site highway improvements which will be of benefit to the whole sub-region.

6. RECOMMENDATIONS:

- (1) That the Secretary of State be advised that the Council concurs with his view that the Blue Water Park proposals for a regional shopping centre at Western Quarry and the Kent Structure Plan Second Review and Alterations are inter-related and must be considered together.
- (2) That the Statement at Annex A to this report be adopted as the Council's formal response to the Secretary of State's proposed further modification to policy MGB3 of the Kent Structure Plan Alterations, and be appropriately referred to the Secretary of State.
- (3) That the statement at Annex B to this report be adopted as the Council's formal response to the invitation to comment on the proposed modification as it affects the representations made about the development proposals for the Blue Water Park site, and be appropriately referred to the Secretary of State.

PLANNING COMMITTEE

5 FEBRUARY 1990

4. That the Secretary of State be advised that the Council reserves the right to comment further in the light of submissions now made on the further draft modification and its implications for the Blue Water Park application.

ANNEXE A

STATEMENT BY
DARTFORD BOROUGH COUNCIL
ON
THE SECRETARY OF STATE'S
PROPOSED FURTHER MODIFICATION
TO
KENT STRUCTURE PLAN ALTERATIONS POLICY MGB3

1. By way of representations dated 25 February 1988 the Council:
 - (a) fully supported the encouragement given by Alterations Policy MGB3 to the review of long-established Green Belt boundaries in Dartford, and
 - (b) strongly supported Alterations Policy RD5(a) which sought to allow for the development of a regional shopping centre in NW Kent.
2. The Council participated constructively in the Kent Structure Plan Alterations 'Examination in Public' held in July/August 1988 in support of its representations (recorded at paragraph 6.8 of the Panel Report in relation to MGB3, and at paragraph 5.12 in relation to RD5(a)).
3. The Council concurred with the view expressed by the Secretary of State in his Statement of May 1989 on the Proposed Modifications in which he welcomed the County Council's attempt in Policy RD5 to recognize new forms of retailing in the Structure Plan. At its meeting on 3 July 1988 the Council's Planning Committee resolved that the Secretary of State be advised that in the Council's view, Modification No. 24 represented an appropriate policy approach to the issue of out-of-centre retailing development, given the circumstances obtaining in the County of Kent, and the general principles and guidance set out in Planning Policy Guidance Note 6.
4. In relation to the issue of qualitative need, the Inspector concludes (paragraphs 83.9, 83.10):
 - (i) a qualitative deficiency has been identified in the A2 corridor in North Kent. It is reinforced by a significant excess of durable expenditure over commitments in 1996,

- (ii) Lakeside and Royal Docks would not satisfactorily meet the requirements of residents to the south,
- (iii) improvements to existing centres would offset the deficiency, but standards therein would fall substantially short of the convenience accessibility, range and quality of provision likely to be achieved by Blue Water Park,
- (iv) there is no dispute that Blue Water Park would meet the identified deficiency in the A2 corridor in North Kent.

5. On the question of quantitative need, the Inspector concludes (paragraph 82.18 of his report):

"I am satisfied that there would be substantial unaccommodated durable expenditure in the study area in 1996 which translates into a shortfall of durable shopping floorspace."

The Inspector questions whether existing centres could adequately accommodate additional floorspace for the unaccommodated expenditure in a satisfactory and convenient shopping environment.

6. For its part, in relation to the issue of quantitative need, the Council stresses that it sees only limited scope for further growth within Dartford town centre itself given the constraints of land availability, topography/environment and infrastructure capacity. It sees similar problems at the sub-regional level too.
7. In relation to impact, the Council notes, and concurs with, the Inspector's summary conclusion on impact (paragraph 84.16):

"I find no sound and convincing reason against this application from the impact of the scheme on existing centres."

Furthermore, in the Council's view, centres which feel themselves 'threatened' by major new schemes typically react in a positive way to retain their market share by bringing forward schemes of refurbishment and improvement.

8. In the Council's view therefore, the Blue Water Park inquiry has established both a qualitative and quantitative need for additional shopping floorspace in the A2 corridor in North Kent. The Inspector concludes that it is highly

likely that there is no other site which would be subject to less planning objection (paragraph 91.2(e)). For its part, the Council is familiar with the Alternative Sites study carried out by the applicant (document BWP 4/5) and concurs with its conclusions and those of the Inspector on this point.

9. The Council is also satisfied that the Blue Water Park inquiry has established that meeting these needs in the form of a new regional shopping centre would not give rise to unacceptable impacts on existing centres.
10. The Council is in no doubt therefore that the identified needs should be met - not only because they are real needs which could be accommodated for their own sake - but also because of the other wide-ranging benefits which would accrue to the sub-region as a result of the development of a regional centre in North Kent. Such a development would:
 - (1) accord with the views of the strategic and local planning authorities,
 - (2) accord with Government and SERPLAN strategic guidance which favours the less prosperous eastern part of the South East region,
 - (3) constitute a major economic development in the Eastern Thames Corridor, boosting the economy of the Borough and the sub-region,
 - (4) generate several thousand jobs,
 - (5) result in the positive use and restoration of a major chalk quarry,
 - (6) enhance the image, and development and investment prospects of the sub-region, and
 - (7) bring additional leisure facilities to the area.
11. In conclusion therefore, in the light of the now-established qualitative and quantitative needs and the multiple benefits which such a development would bring, the Council is firmly of the view that the Structure Plan should make provision for the development of a regional shopping centre in North Kent. Given that the commonly-agreed only suitable site currently lies within the Green Belt, the Council strongly supports the Secretary of State's proposed further modification to Alterations Policy MGB3 to enable the development of Blue Water Park to proceed.

STATEMENT BY
DARTFORD BOROUGH COUNCIL
ON
THE SECRETARY OF STATE'S
PROPOSED FURTHER MODIFICATION
TO
KENT STRUCTURE PLAN ALTERATIONS POLICY MGB3
IN RELATION TO
THE PROPOSED BLUE WATER PARK DEVELOPMENT

1. The Council is invited to comment on the proposed further modification as it affects the representations made concerning the development proposed for the Blue Water Park site.
2. The Council's views on the Blue Water Park planning application and the evidence it presented to the local inquiry made clear its very strong support for the proposal. In addition, in strategic and local policy terms, it made supportive representations in relation to Structure Plan Alterations Policy RD5 and has identified the application site as a site for a regional shopping centre in the Draft Dartford Local Plan.
3. The Council strongly supports the Secretary of State's proposed further modification to Structure Plan Alterations Policy MGB3.
4. In the Council's view, the application proposals raised no significant negative impacts and indeed would bring considerable benefits to the sub-region.
5. The Council argued at the local inquiry, on the basis of an analysis of Green Belt functions, that the application proposals would not materially conflict with Green Belt objectives, given particularly the form and appearance of the application site and the otherwise limited prospects for its restoration.
6. The 1988 Draft Dartford Local Plan proposed the exclusion of the application site from the Green Belt.
7. If the Secretary of State's proposed further modification is confirmed, it will facilitate the adjustment of Green Belt boundaries in North Kent to allow for the development of a regional shopping centre. All the parties to the Blue Water Park local inquiry were agreed that Western Quarry is the only suitable such site in North Kent. The implementation of MGB3 in its modified form would therefore, in the Council's view, remove Western Quarry from the Green Belt.

In these circumstances, given that Western Quarry's current Green Belt status is the only issue of any substance in relation to the application proposals, then in the Council's view there would be no basis for withholding permission for the Blue Water Park proposals.

8. Accordingly, the Council urges the Secretary of State to grant planning permission for the Blue Water Park proposals (subject to appropriate conditions) in accordance with the intention set out at paragraph 8 of the Department of the Environment's letter of December 1989.

DARTFORD

Borough

Council

(P)

DWM

INTERNAL ONLY

Please ask for:

From: DIRECTOR OF ADMINISTRATION

My Ref: DA/SS

To:

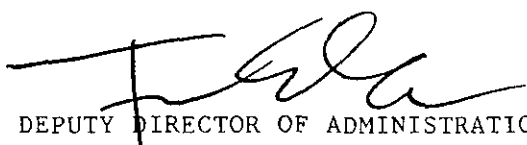
Your Ref:

Date: 6 February 1990

CHIEF EXECUTIVE
DIRECTOR OF ADMINISTRATION
DIRECTOR OF OPERATIONS
DIRECTOR OF FINANCE
DEVELOPMENT SERVICES OFFICER
LEGAL SERVICES OFFICER
HEAD OF ESTATES AND ECONOMIC DEVELOPMENT

BLUE WATER PARK

Further to the letter which we received from the Department of the Environment just before Christmas saying that the Secretary of State was minded to grant planning permission for a regional shopping centre at the above site, and asking the Council for their comments, I enclose a copy of my reply to the Department of the Environment.



DEPUTY DIRECTOR OF ADMINISTRATION

Ms Joyce Bridges - Joint Regional
Controller (Planning)
Departments of the Environment and
Transport
South East Regional Office
Charles House
375 Kensington High Street
London W14 8QH

Mr T.Saville
410

SE2/5062/182/1
SE2/5062/219/15DDA/SS
RSE/5062/35/1/012
DDA/SS
6 February 1990

Dear Ms Bridges

TOWN AND COUNTRY PLANNING ACT 1971
PLANNING APPLICATIONS NOS DA/86/0391 OUT AND DA/88/0336 OUT BY BLUE WATER
PARK PLC TO DEVELOP WESTERN QUARRY AND ADJACENT LAND AT DARTFORD, KENT AS
A REGIONAL SHOPPING CENTRE

I refer to your letter of 14 December 1989 asking for the Council's comments on the proposed modification to the Kent Structure Plan Second Review and Alterations as it affects the representations made concerning the development proposed for the above application site.

On Monday 5 February, the Council's Planning Committee considered a report on the matter and agreed the following on behalf of the Council:-

- (a) That the Secretary of State be advised that the Council concurs with his view that the Blue Water Park proposals for a regional shopping centre at Western Quarry and the Kent Structure Plan Second Review and Alterations are inter-related and must be considered together.
- (b) That the statement at Annexe A to the report to the Committee be adopted as the Council's formal response to the Secretary of State's proposed further modification to Policy MGB3 of the Kent Structure Plan Alterations and be appropriately referred to the Secretary of State.
- (c) That the statement at Annexe B to the report to the Committee be adopted as the Council's formal response to the invitation to comment on the proposed modification as it affects the representations made about the development proposals for the Blue Water Park site, and be appropriately referred to the Secretary of State.

/continued.....

- (d) That the Secretary of State be advised that the Council reserves the right to comment further in the light of submissions now made on the further draft modification and its implications for the Blue Water Park application.

I enclose copies of Annexes A and B to the report to the Planning Committee referred to above.

Yours sincerely

DEPUTY DIRECTOR OF ADMINISTRATION

re,
Blue Water Park
43 Mounts Road.
Greenhithe
Kent.
GREENHITHE DA99LX
12-2-90
21/1/90
CDS
MP

The Right Hon. Christopher Patten,

Dear Sir,

I am sure it was with great consternation, and dismay, that I read of your approval of the vulgar development, known as "Blue Water Park". I have lived in Greenhithe for over sixty years. And I, and hundreds of other lovers of nature and conservation have waited for the day

when the ³Blue Circle Company
so it have finished wreaking
havoc, in. what was once an
attractive area, with woods,
meadows, and waste areas.

where bird life, and nature
abounded. But, by bit, all
this has been eroded -

Also in the last few years

Kent County Council and
Dartford Council - Have gone
"over the top" with allowing
Residential Building to excess.
Stone, nearly, already has a
water sports centre etc.

And as for shopping. Large
'newly opened', and others, are
having to 'close down', so,

what is the need for this?
g. not complex? The roads
around this area are already
congested. And all this
talk of new roads etc. is
redundant. It will only create
bottle-necks at some point -
I am totally disappointed
with your decision. I
thought conservation meant
to uphold the Green Belt,
and etc -

If this land is built on
you will be responsible for
an even greater decline, in
the traditional way of life,
of this country.

I can only pray that you

will think matters over ⁴
very carefully - And not
be pressurized by business
people - who are only concerned
with lining their own pockets -
and not with preserving.
"England's green and pleasant
Land."

Yours Faithfully
Diana Miles-Bishop.
(Mrs)



Mr. E. E. E.
Mr. Thomas
Miss Brown.
M.P.

ALL 1412 02

Gravesend Borough Council

Director of Engineering & Planning
D.J. Nessling, B.Sc.[Econ], M.R.T.P.I.

PLANNING OFFICER
D.C. LAVENDER M.R.T.P.I.

CYGNET HOUSE,
132 WINDMILL STREET,
GRAVESEND, KENT DA12 1BQ

Phone: Switchboard: Gravesend (0474) 564422
Direct line: Gravesend (0474)

Fax: Gravesend (0474) 337546 337401

Departments of Environment & Transport
South East Regional Office
Room 522
Charles House
375 Kensington High Street
London W14 8QH

Ask for: MR. R.J. YORKE

My ref: Dp.C.14/AJC/PAT.
SE2/5062/540/29

Your ref:

Date: 12th February 1990

Dear Sir,

KENT STRUCTURE PLAN SECOND REVIEW AND ALTERATIONS.

Attached is the Borough Council's objection to the Secretary of State's proposed modification (No. 58) to policy MGB3 to allow for a regional Shopping Centre in North West Kent. The form contains the basic reasons while the accompanying statement expands on these. It should be noted that the statement covers both the strategic objections and comments on the Secretary of State's intent to permit the Blue Water Park planning application, since it is not possible to artificially separate the issues.

The Borough Council's Engineering and Planning Committee resolved on 1st February 1990, inter alia, that:

"the Secretary of State be asked to reopen the Examination in Public in order that the Borough Council's views can be properly considered, and that he be asked not to issue a decision on the Blue Water Park application until this has been done and the Panel has reported to him further."

Accordingly the Borough Council requests that the Examination in Public be reopened to examine the twin issues of whether the case has been made for a regional Shopping Centre and whether the release of land from the Green Belt is justified. The Panel considered neither the question of a regional Shopping Centre in North West Kent, nor the strategic implications of the release of the Blue Water Park site from the Green Belt due to the impending Public Inquiry. The Inspector whilst having regard to the proposed alterations as they stood, judged the matter under existing policies and did not seek to make any strategic judgements. While the Inspector's and the Panel's reports provide much material they do not address the central issue of a strategic case for releasing Green Belt land. The Secretary of State's reasons for the proposed modification fail to deal with the Green Belt issue at all, a matter that cannot be ignored in view of the planning application.

A separate response has been made on the planning application requesting that a decision on it be deferred until the strategic issues are resolved, or alternatively that it be refused as being in conflict with existing policy.

Yours faithfully,

DC Lavender

1: CONTINUED
AT 13:15 12/2/90
2: MATTER
PROVINCIAL
FOR LKAS
4.505.

Part 1

1. Name and address..... GRAVESHAM BOROUGH CCUNCIL
(block letters) PLANNING DEPARTMENT, CYGNET HOUSE
..... 132 WINDMILL STREET
..... GRAVESEND, KENT Postcode DA12 1BQ
Telephone Nos (Home)..... (Other) (0474) 337401
2. Title of Structure Plan Proposals..... KENT STRUCTURE PLAN 2ND ALTERATIONS
.....

Part 2

State here the number of the proposed modification to which you object: 58

Part 3

State here the full grounds on which your objection is made. The clearer and more complete your statement, the less likely will be the need to ask you for more information.

Gravesham Borough Council's Engineering and Planning Committee resolved to object to the proposed modification to policy MGB3 to permit the adjustment of Green Belt boundaries in North West Kent to allow a regional shopping centre for the following reasons:-

1. The issue was never properly considered by the Panel at the Examination in Public and thus the Secretary of State had not had the benefit of any strategic advice on the issue.
2. The Secretary of State has not made out an adequate case for the proposed regional shopping centre or in particular the release of land from the Green Belt.
3. A number of material changes in circumstances have occurred since the Public Inquiry which need to be considered.
4. Even if the Secretary of State were minded to proceed with the intent of the proposed modification there is a need for it to be clarified to ensure that the desired end result is achieved.

More elaboration of these points is set out in the accompanying statement.

(If there is insufficient space, please use a continuation sheet)

Signature.....

D C Haverley

Date.....

12 Feb 1990

GRAVESHAM BOROUGH COUNCIL

KENT STRUCTURE PLAN & BLUE WATER PARK

- Statement on :- (a) Proposed Modification (no. 58) to Kent Structure Plan policy MGB3 permit the redrawing of Green Belt boundaries to allow for a regional shopping centre in North West Kent
- (b) Intention to allow the Planning Application for Blue Water Park regional shopping centre at Western Quarry, Dartford consequential upon the above modification

Outline of Objections

1. There are at the Strategic level four basic grounds of objection:
 - a. The issue was never properly considered by the Panel at the Examination in Public and thus the Secretary of State has not had the benefit of any strategic advice on the issue.
 - b. The Secretary of state has not made out an adequate case for the proposed regional shopping centre or in particular the release of land from the Green Belt.
 - c. A number of material changes in circumstances have occurred since the Public Inquiry which need to be considered.
 - d. Even if the Secretary of State were minded to proceed with the intent of the proposed modification there is a need for it to be clarified to ensure that the desired end result is achieved.

These issues are briefly examined in the sections below. Clearly with the existence of the Blue Water Park proposal and the Inspector's report there is a difficulty in maintaining a separation between the strategic planning issues and the more site specific matters. Such a separation has not been attempted.

2. It should be noted that the Borough Council has consistently objected to large scale releases of land from the Green Belt by means of planning applications rather than through the development plans system. The Borough Council has previously objected to applications on both North Dartford and Darenth Park. The former, subject to confirmation of the Secretary of States previously proposed modifications to the Kent Structure Plan 2nd Alterations, has now been proceeded with in a correct manner. The regional shopping centre application for Blue Water Park falls into the same category.

3. Arising from its objections to the proposed Structure Plan modification the Borough Council is of the opinion that the planning application should not be determined until the strategic issues are resolved. If it is determined prior to this the only course open to the Secretary of State is to refuse the application in line with his Inspector's recommendation.
4. Where quotes are made the following abbreviations have been used to indicate the source:-

EIP Report of the Examination in Public of the proposed Second Alterations to the Kent Structure Plan

Insp Inspector's report on the planning application for a regional shopping centre at Western Quarry, Stone, Dartford

Examination in Public

5. At the Examination in Public the Panel never considered the issue of a regional shopping centre in North West Kent in depth as they felt that the then forthcoming Public Inquiry on Blue Water Park would be able to examine the matter in much more detail. The Inspector at the Public Inquiry, while noting the then proposed alterations in strategic policy as a material consideration, judged the application ultimately on the existing policy base and recommended refusal. The issue has not therefore been considered properly in the strategic context.
6. The Panel recommended that proposed policy RD5 be deleted, which included reference to a North West Kent regional shopping centre. However the report does indicate that they conceived of the matter of Blue Water Park being resolved by means of the development being justified as an exception under existing policy, leading to a consequential Structure Plan modification and not vice versa. The Secretary of State agreed with deletion of RD5 but proposed a new policy RD4. This contains a policy presumption in favour of town centres for comparison goods floorspace with the caveat that new free standing shopping centres might be permitted in 'exceptional circumstances' where 'this would complement existing town centres'.
7. It follows that 'exceptional circumstances' and a complementary function have to be shown. This has not been done, and is discussed further below. The phrase 'complement existing town centres' is not defined, but logically means that there are positive benefits to existing centres that outweigh any costs. This is more than the PPG 6 test of 'vitality and viability' which the Inspector used which is concerned with impact. Since the PPG 6 test would apply in any case the Secretary of State clearly has in mind a stronger test when he included those words. The Borough Council notes the Inspector's finding of an 18% impact on Gravesend Town Centre from Blue Water Park and Lakeside together in 1996 and is not aware of any compensating benefits to it and hence this policy test has not been met.

Green Belt

8. The Panel at the Examination in Public did consider the issue of the general release of land from the Green Belt around Dartford, both as implied by the submitted 2nd Alterations and the Draft Borough of Dartford Local Plan (see Dartford's map included as Appendix 7 of the Panel report). Two members of the panel found no case for large scale land release as it 'would be contrary to national and regional policy to make structural alteration to the Green Belt boundaries in the Dartford area' (EIP 6.13). The Chairman recommended that part of North Dartford be released for a 'growth industry with an advanced technological base, in a low density landscape setting and it should be phased to take place in the plan period and beyond (EIP 6.17).
9. The Secretary of State in his previously published proposed modifications followed the Chairman, including endorsing his comments on nature and scale of development. That version of MGB3 implies only adjustments to 'the north-east of Dartford' for 'high quality business uses and to meet housing requirements'. This is a very different scale of land release to that proposed for example by the Draft Borough of Dartford Local Plan. Any justification for the release of a site from the Green Belt for a regional shopping centre has to be on similar grounds.
10. The Secretary of State has provided no such justification for the removal of any site from the Green Belt. While the proposed modification is in general terms due to the planning application it cannot be divorced from site specific considerations. No strategic consideration in the modifications has been given to the role of Western Quarry in the Green Belt or any consequences that might flow from its removal. Neither the Secretary of State nor the Panel has recommended the release of any land from the Green Belt in this area. The Secretary of State is currently considering an application on Darenth Park to the north of Western Quarry specifically on the basis of it being a site in the Green Belt, in the context of circular 12/87.
11. At the Blue Water Park Public Inquiry the Inspector clearly found that 'the retention of this land (Western Quarry) would fulfil the valuable green belt function of safeguarding the countryside from further encroachment' (Insp 79.9). The site performs 'an important role in the separation between settlements' and that 'the narrow gap between smaller settlements in the Gravesend/Dartford area would be particularly sensitive to inappropriate development' (Insp 79.11). His conclusion was that the 'proposed development conflicts with green belt policy and it would result in an urban intrusion into the countryside on a massive scale and a significant reduction in the width of the belt' (Insp 79.12). The latter point would apply whether the site was in the Green Belt or not.
12. The Secretary of State bases his case for the modification primarily on a need argument. The Inspector in his report makes it clear that while there is unaccommodated expenditure he stops 'short of calling the shortfall a "need" for floorspace in the sense that without such provision shoppers would not be able to purchase their requirements' (Insp 82.18). There is a requirement to consider ways of meeting that unaccommodated expenditure. SERPLAN found a qualitative deficiency in the 'A2 corridor in North Kent' which could be met by new out of town development, expanding existing centres or a combination of the two. At the Inquiry Gravesham and Bexley Councils jointly argued that there were sufficient development opportunities already identified, in Autumn 1988, in addition to which others would come forward before 1996.

13. At the Public Inquiry it was argued by the applicants that no better alternative site existed that was not in the Green Belt or on despoiled land, which Gravesham on the basis of existing policy did not challenge. As a third party objector the Borough Council did not consider that suggesting alternative sites was part of its role. The County Council has however never seriously considered alternative methods of meeting the unaccommodated expenditure, unlike the situation in Mid Kent where they accepted at the Examination in Public that Maidstone could accommodate the desired floorspace. Further for a site to be removed from the Green Belt many alternative possible Green Belt sites need to be evaluated throughout North West Kent. This the applicants did not attempt since their search was based on existing policy (see Insp 15.4 and references therein). Without carrying out such an examination it cannot be stated that no better alternative site exists.

14. Retail floorspace, even of the type under consideration here, can be provided in a wide variety of locations and forms of development. For example the applicants for Blue Water Park clearly regarded the site as being despoiled, and not therefore of high quality, so they did not require this as being a key factor. Retailing therefore does not fall in the same category as the special case envisaged by the Chairman of the EIP panel for North Dartford. The Inspector mentions the lack of purpose built free standing shopping centres in North Kent, which is factually correct. However account must be taken of the Lakeside development in Thurrock, only 4 miles away, and the Royal Albert Dock proposal at the eastern end of Docklands, adjacent to the proposed East London River Crossing.

15. These will be as accessible as existing higher order centres are to North West Kent shoppers. At present the evidence suggests that the River is a larger barrier to shoppers than the physical distance alone implies. When the improved Dartford Crossing opens North West Kent shoppers will have ready access to a purpose built centre regional shopping centre opening this year. Use of this centre and further new crossings will break down the perception of the barrier.
16. Recent appeal decisions on other M25 related sites and elsewhere by the Secretary of State show that he does not consider the need argument, qualitative or quantitative, or the absence of such a purpose built centre, to be sufficient to set aside Green Belt or Countryside policies. In the case of Brickett Wood, Hewitts Farm and Wraysbury costs were awarded against the applicants. At Adanac Park the claimed benefits were not sufficient to deal with a countryside objection. The Secretary of State has consistently followed his own policy advice of that large out of town retail developments have no place in the green belt or open countryside.
17. While the criteria in the Green Belt for making a strategic modification are different from a planning application that is contrary to existing policy, it is most unsatisfactory for the Secretary of State to make no mention of the Green Belt. He does so in accepting the Chairman's proposal on North Dartford. The Borough Council finds that the Green Belt issue has not been fully examined in relation to this issue by the Secretary of State. The proposed modification is not in the spirit of the Panel's report, despite the disagreement, or the Secretary of State's previous proposed modifications. Further the Inspector found that the need case did not over ride the Green belt case. The Borough Council would equally argue that this is true in the context of a strategic review.

- NON CB 9775
& OTHER
DESIGNED
C10 MW

Other Issues

18. The economic benefits of 'several thousand' jobs are claimed, but this would reduce unemployment (6,760 November 1989) in the local labour market (Dartford / Bexley / Gravesham) to a point very close to full employment ignoring all the other initiatives, for example the North Dartford proposal, in the area. SERPLAN certainly seeks economic regeneration in the east of the region, but not at the risk of importing the western sector's labour market and development pressure overheating problems.
19. On the Inspector's most preferred analysis the retail impact on Gravesend is given as 18% in 1996, which he did not consider significant. He did however find that Gravesend was not buoyant and an improving situation would be slowed. With the slow down in retail expenditure and the cost pressures facing retailers 18% must now be regarded as having a significant effect on the 'vitality and viability' of the town centre (the test from PPG 6). This is in addition to the point made above about the lack of the complementary function.
20. The Inspector mentions the possible planning gain from building TIR 1b (Dartford Tunnel to Greenhithe), a project (together with stages 2,3 & 4) the Borough Council fully supports. This has now been accepted for TSG at a level that must put the building of a single carriageway within striking distance financially. Without Blue Water Park a dual carriageway would not be required, initially at least. Financial contributions from the private sector would in any case no doubt be forthcoming. It is no longer post 2000 but programmed for 1991/2 and in fact the Kent County Council has just made a planning application for the road. The Borough Council feels that the points made above might have altered the balance of the Inspector's argument, to reinforce his grounds of refusal.

Content of the Proposed Modifications

21. The final matter of concern to the Borough Council is the actual content of the modification itself. As currently framed the modification could be used as an argument to release any green belt site in North West Kent for large scale retail development. Whilst the Secretary of State may grant the Blue Water Park proposal permission there is no guarantee, as with any planning application, that the development will actually proceed. The prospects for retail growth are poor at present, though developers of such a project would be taking a long term view. This could give rise to pressure in other locations at some future date. In such circumstances, the site itself would have been effectively released from the Green Belt, there would be little basis for refusing a planning application for another use, for example for warehousing, which would not conform with the intentions of the Secretary of State or Kent County Council or Dartford Borough Council.
22. The Secretary of State is urged even if he is not minded to alter the intent of his modification that the wording is tightened up to define the site in question more precisely, without of course being site specific, as has already been done for North Dartford. Further that the Secretary of State must make plain that the land release is for this retail proposal and nothing else, again on the precedent of North Dartford. Ideally the site should remain in the Green Belt until development actually occurs.

Summary

23. The Borough Council therefore contends that the Secretary of State has not had sufficient strategic guidance, due to the ways in which the Examination in Public Panel and the Inspector were forced to conduct their tasks due to circumstances. He should therefore reopen the Examination in Public to advise him on the specific matters of the need for a regional shopping centre in North West Kent and whether this need is sufficient to justify the release of a Green Belt site. If there is a case advice is then needed on what sites are available, and whether the case stands up in detail. This needs to be carried out free of the constraint of the planning application currently before the Secretary of State.
24. The Borough Council would argue that as yet no adequate case has been made out to override the Green Belt objection. Further that in the interim the planning application should remain undetermined, or alternatively would have to be refused. Finally the wording of the modification should be tightened to prevent any undesirable side effects.

7th February 1990

Re.B & Dp.C.14

Department of the Environment

*a Mr. Ellis
Mr. Thomson*

DP 101

For Official use
Obj/Rep No:

33

Category:

Ack: 14-2-90

Part 1

1. Name and address..... BEAN PARISH COUNCIL..... (Formed 1989).....
(block letters)
..... 4 Orchard Close, New Barn,
..... Longfield, Kent, DA3 7JP.
..... Postcode.....
Telephone Nos (Home)..... 04747 5480..... (Other).....
2. Title of Structure Plan Proposals... Kent County Structure Plan..... (SE2/5062/182/1.....)
..... Second Review and Alterations..... (SE2/5062/219/15.....)

Part 2

PROPOSED FURTHER MODIFICATION No. MGB 3

State here the number of the proposed modification to which you object:

Part 3

State here the full grounds on which your objection is made. The clearer, and more complete your statement, the less likely will be the need to ask you for more information.

The Bean Parish Council are seriously concerned at the implications the proposed modifications will have on the Village of Bean.

The main route through the Village is the High Street with the majority of properties laying to the East of the High Street.

Over the past few years traffic flow through the Village has grown considerably to the point where traffic lights had to be installed at the intersection to the A.2. to alleviate some of the problems.

During the rush hour there are traffic queues which run back as far as High Cross Roads.

Residents of Bean have two accesses out of the Village, Beacon Drive and School Lane, both of which are via the High Street. Motorists from Bean are already experiencing great difficulty when trying to merge onto the High Street to enable them to get to their places of work.

Should the Blue Water Park development go ahead, then we consider the present road system to be totally inadequate to accommodate the volume of traffic to be expected from a development of this nature.

The Bean Parish Council therefore urge you, when considering the proposed further modification No MGM3, to take the above comments into account and press for the need to provide a Bye-Pass for the Village of Bean.

(If there is insufficient space, please use a continuation sheet)

Signature.....

J. Knapp

Date.....

13-2-90

Clerk to the Council

Ms Lynne Evans
Montagu Evans
Premier House
44-48 Dover Street
London
W1X 3RF

Mr J Underhill
207

LJE/JC/PD.1488
0/P4/

13 February 1990
SD

Dear Lynne

BLUE WATER PARK

Thank you for your letter and enclosures of 2nd February.

As promised, I enclose a copy of our representations on the proposed further modification to MGB3('A'), and on the 'minded to approve' letter ('B').

Yours sincerely

DEVELOPMENT SERVICES OFFICER

cc Mr. Ellis
Mr. Thompson
Mrs. Phillips

PARISH COUNCIL OF SOUTHFLEET

* M230

ahaly
(52)

~~J. M. Smith (Mrs)~~ J FREEMAN
Clerk to the Council

c/o 54 PELHAM ROAD SOUTH
GRAVESEND
KENT DA11 8QR

~~C/O "Knoll House"~~
~~New Barn Road~~
~~Dartford Kent~~
~~DA3 7JJ~~

Telephone
~~Longfield 4817~~

Gravesend (0474) 365667

Mr. Thompson / Jh

Your ref. SE2/5062/540/29

Dear Sir,

TOWN AND COUNTRY PLANNING ACT 1971 (AS AMENDED)
KENT STRUCTURE PLAN SECOND REVIEW AND ALTERATIONS

I refer to your letter of 14 December 1989.

The Parish Council has no objections to the further modifications which the Secretary of State proposes to make to the Kent Structure Plan in relation to the proposed development known as Blue Water Park. However, the Council is most concerned that the effect of the modifications relating to Green Belt boundaries in North West Kent to allow for a regional shopping centre in the area shall not result in increased traffic through narrow and unsuitable roads in this Parish.

The concern arises from the proposal to build the Blue Water Park shopping, leisure and recreational facilities at Western Quarry, Dartford: if consent for this development is granted, the Parish Council strongly urges the Secretary of State to ensure that an adequate and clearly defined highway infrastructure is in place by the time the development is operational and that such infrastructure does not impose an increased volume of traffic flowing through this Parish. The Parish Council is not opposed to the concept of Blue Water Park but would be strongly opposed to any so-called road improvements in Southfleet to cater for the Blue Water Park traffic. There is already a heavy traffic flow through our country lanes.

The Parish Council wishes to make it clear that while it is not objecting to the alteration to the Green Belt boundary to permit the Blue Water Park development, it remains firmly opposed to any relaxation of the Green Belt boundary elsewhere.

I shall be grateful for your assurance that these comments will be taken into account.

Yours faithfully,

J. Freeman.
Clerk.

Mr. H. Ellis
Mr. Thomas
Miss Phillips.

STONE PARISH COUNCIL

31.1.90
(53)

CLERK: Mrs. R. M. Browning
DARTFORD 224246

COUNCIL OFFICES: Recreation Ground,
Hayes Road,
Greenhithe,
Kent. DA9 9DS

Your Ref:

My Ref: K.4/AT

14th February 1990

Dear Sir,

Ref: SE2/5062/182/1

SE2/5062/219.L5

KENT STRUCTURE PLAN - SECOND ALTERATION

I am instructed to write to you concerning the above.

MOD. // My Council object to the proposal to removing land from the Green Belt. The land specifically affecting this Council will allow for the development of Blue Water Park. My Members are of the opinion that insufficient consideration has been given to effect that such a development will have on local shopping facilities.

Yours faithfully,

J. Knapp

Clerk to the Council

Regional Director,
Department of the Environment,
South East Regional Office,
Charles House,
375 Kensington High Street,
LONDON.
W14 8QH.

cc. Mr. Bean
Mr. Thompson
Mrs. Phillips.

W2K. 19/2

GTC

(43)

B E A N
R E S I D E N T S A S S O C I A T I O N

Departments of the Environment and Transport,
South East Regional Office,
Charles House, 375 Kensington High Street,
London, W14 8QH.

67 Stonewood,
Bean,
Dartford,
Kent.
DA2 8BZ.
my ref: 8945.

your refs: SE2/5062/182/ 1
SE2/5062/219/15
RSE/5062/ 35/ 1/012.

15 February 1990.

For attention of Ms J.A. Bridges.

Dear Sirs,

TOWN AND COUNTRY PLANNING ACT 1971 (AS AMENDED)
PLANNING APPLICATIONS NOS DA/86/0391 OUT AND
DA/88/0336 OUT BY BLUE WATER PARK PLC
TO DEVELOP WESTERN QUARRY AND ADJACENT LAND AT DARTFORD, KENT
AS A REGIONAL SHOPPING CENTRE
& KENT STRUCTURE PLAN - SECOND ALTERATION

We refer to the KCC Public Notice of 4 January 1990 and your letter dated 14 December 1989. Our response was agreed at our monthly Committee meeting on 5 February 1990. It would be appreciated if our objections could be taken as relating to the Blue Water Park Application, the Section 209 Order and the Kent Structure Plan Second Review and Alterations.

1. SUMMARY OF OBJECTIONS

1.1 The Secretary of State, whilst conceding that the Regional Shopping Centre (RSC) can not be built in the Green Belt, [ref 1, DoE, para 4], has either misunderstood or put insufficient weight on the EiP Report of the Panel. Even in the minority view of the Chairman, Green Belt land could only exceptionally be released and then only "to the north-east of the town...without detriment to the value of the Belt in this general area.", [ref 2, EiP, para 6.15, p 138/9].

1.2 Neither the EiP Panel Report, nor the further alterations proposed to MGB3, [ref 3, SoS], point to Western Quarry, which, by the EiP definition, is not north-east of the town. Additionally the further amended MGB3 refers to the superseded "North West Kent" Town Map designation, [ref 4, KCC], (which is not the same as the Structure Plan's reference to the North

Kent Sub-Region), as being a site for a Regional Shopping Centre; [ref 5, KCC, p39]. The applicant in fact worked up two RSC schemes, one of which was at Dartford Marshes, north-east of the town; [ref 6, Chartered Surveyor].

- 1.3 It would not be safe to hand over the decision on the precise location of the RSC to the Draft Dartford Local Plan, [ref 7A-C] as Dartford is only one of several Planning Authorities in the Sub-Region. The regional shopping centre and access roads are among many objections to the Local Plan which has not itself been subject to Public Inquiry. In addition the most controversial parts of the road proposals, at A2 Bean Interchange, are not included in the Draft Local Plan proposals, [ref 7B, Map 5].

*DND
B.R.A.
OBJECT.
BRS were consulted
on the planning
apps. which dealt
this info.*

The Blue Water Park Inquiry was into an outline application but, we believe at the request of KCC, it came the 'vehicle' for approving massive highway alterations that were belatedly added to the application as unreserved matters. This was dealt with in the form of a Section 209 Order, without proper public consultation. The Inspector, who was not a Chartered Engineer, did not have the benefit of an Engineering Assessor and could not be expected to adequately hold an in-depth highway inquiry within a complex evaluation of the need and effects on a most crowded trade of the largest RSC in the UK. The existing sorry situation was recognised by the DTp who unsatisfactorily objecting to all of the road proposals, whilst not applicant funding, could not say whether subject to "...the most effective or desirable way of they were..." development to proceed...", [ref 8, DTp]. This situation could not have arisen where the DTp were the promoter of the works.

- 1.5 More recent events concerning traffic, [ref 9 and 10, HMSO], new road proposals, [refs 11 and 12, White Papers], plus further alterations to existing A2 at Bean, [ref 13, DTp/KCC] make the scheme put forward by the applicant not only environmentally unsatisfactory and disruptive to this Village but also unacceptable and impracticable.

- 1.6 Some information that we requested at the inquiry and afterwards has still not been supplied to us although both DTp, SERO and KCC, Planning and Transportation Departments have promised to send us at least some of the reports relevant to the application's road proposals.

2. REMEDIES TO THE ABOVE

- 2.1 The Secretary of State could ask the applicant to produce fully worked up details of the alternative sites he considered. This should include shopping and highway factors as well as Green Belt effects.
- 2.2 The Secretary of State could merely issue a third set of proposed modifications to MGB3 to unambiguously point to Western Quarry, but this could be seen as just what the Chairman of the EiP was trying to avoid when he said, "Because they go beyond what could reasonably be expected in support of an individual application, we consider some of the criteria in RD1 unacceptable,... we see insufficient reason for retaining RD1 in the Alteration." ;[ref 2, EiP, cl 5.21, p123]. We suggest the addition to MGB3 be deleted, at least until 2.1 above has been complied with.
- 2.3 || The matter could be finally resolved in Local Plans, but the Dartford one at least is in abeyance pending your decision on the Structure Plan Alterations, and because of the critical response to it we would take great exception to attempts to avoid a public inquiry into its often controversial proposals. Dartford Council's response to your letter of 14 December 1989 was decided without public involvement, despite their awareness that we were dissatisfied with their inexplicable withdrawal of objections to the highway alterations. We believe it would be a dangerous delegation of responsibilities to allow the final say on a matter of regional significance to rest with a District Council. To do so would negate the purpose of calling in the application in the first place. At the very least the highway aspects of the proposal must be separated from the application and examined further.
- 2.4 The traffic proposals were dual purpose; 25% to serve the development and 75% to act as a link between the Thames-side Industrial Route (TIR) and the A2 at Bean. The County Council and the Developer refused at the Blue Water Park Inquiry to reveal the financial arrangements but it was clear that the application became irresistible to KCC once the developer agreed to fund sections not of his need and even to commission a consultant to prepare plans to the applicant's brief of a single scheme. The onerous terms being extracted from developers prompted the EiP panel to query the financial arrangements and the Secretary of State to delete Policy T8 and substitute new wording, [ref 14, SoS, mod 45], not mentioning financial contributions by developers, but instead requiring provision where

related to the development. However it was left to the applicant to produce plans for his single scheme which as mentioned in 1.4 above, led to residents having their normal rights at highway inquires taken away. In December 1989 the Transport Secretary announced a supplementary grant towards the Dartford Northern Bypass and the TIR Stage 1. We await more information on this from DTp, SERO but assume that developer contribution is no longer involved; if it were the outcome of the Secretary of States deliberations in this particular application would have been compromised. Instead we assume that the funds allocated by the developer that were conditional on approval of the Blue Water Park Application would if approval was still forthcoming be available for other purposes; e.g., provision of alternative alignments for connecting any development to the A2. Now that the DTp has agreed to fund the construction of TIR Crayford to Greenhithe, without any financial contribution, we suggest that the question of the appropriateness of the link between Greenhithe and the A2 Bean Interchange be included in the forthcoming TIR inquiry.

- 2.5 The scheme as submitted has been made unworkable by the joint report, [ref 13, DTp/KCC], Dartford Strategic Road Network Appraisal - Scheme Identification Study" and the DTp included a scheme for improvement of A2/A282 in the White Paper "Roads for Prosperity", [ref 11]. Both require dual 4 lanes through Bean Interchange. Whether this factor can be taken into account in one of the full highway inquiries mentioned in 2.4 above is for the DTp to decide.
- 2.6 Although we mentioned these matters as potential problems in our evidence at the Blue Water Park Inquiry they have only recently been confirmed, (letter of 2 February 1990, KCC Highways & Transportation Department to Bean Residents Association). Some aspects that were to be dealt with by DTp SERO remain to be answered. This is further evidence that, irrespective of the Secretary of State's decision in relation to the Green Belt, it is unsafe to make the Section 209 Order. This will need to await a separate or reopened inquiry.

3. OTHER AND MORE DETAILED COMMENTS

3.1 The Committee found it particularly unsatisfactory that the Secretary of State is retrospectively defining the matters that are important;-

3.1.1 "The Secretary of State takes the view that ... proposals for a regional shopping centre and the Second Review and Alterations to the Kent Structure Plan are inter-related and must be considered together.". It is regrettable that the Structure Plan Inquiry which preceded the Application Inquiry by 3 months, included many site specific references, but failed to consult those adjacent to the site.

*KENT
STRUCTURE
PLAN REVIEW*

3.1.2 The views of SERPLAN are given weight whereas they were still asking as recently as August 1989, (but not publicly through any press invitation), "Should future investment be directed primarily towards existing town centres or is the region 'missing out' in not encouraging the development of regional shopping centres on "green field" sites? Are there any other policy considerations for regional guidance?", [ref 15, RPC 1500, para 5.34, p 26].

3.2 We set out below how policy MGB3, (December 1987), reads after the Secretary of State's proposed further alterations:-

"MGB 3

Green Belt boundaries established in the original Kent Development Plan to the north-east of Dartford in different social and economic circumstances should be reviewed in the Local Plan(.), and adjusted to new edges, which will endure for the long term. Such adjustments will allow for identified future development needs, in particular for high quality business uses and to meet housing requirements. A similar adjustment to the Green Belt boundaries in North West Kent would also be justified to allow for a regional shopping centre in that area."

*HENRY
WEATHERS?*

3.2.1 It can be seen that the sentence now proposed to be tacked on to the end of the previous proposed alterations is out of context, makes little sense and is inconsistent with both EiP Panel and Inspector's Reports. In addition the expression "North West Kent" is an old Town Map designation. The former area is now contained in parts of Sub-Regions "North Kent" and "Mid and West Kent", which comprise 10 planning areas, of which Dartford Borough is only one, [ref 5, Kent Structure Plan, Expl. Memorandum, Fig.1, p39].

3.2.2 The wording is now so vague that a site anywhere in the western half of Kent must be acceptable.

3.2.3 In the EiP Report of the Panel, [ref 2, page 135], the Chairman recognised that Green Belt boundaries were a "very controversial issue" but the Panel were unanimous about the value and permanence of the Green Belt east of Dartford and it was also the view of the Blue Water Park Inspector.

3.3 The recent SERPLAN report on Retailing [ref 16] includes many new factors relevant to the determination of this application. For example Map 1: Shopping Hierarchy in the South East, [ref 16, RPC 1507, p14] shows 2 or 3 possible locations for Regional shopping in Kent, so that it is inappropriate for it to be dealt with in a single council's local plan. It is also inappropriate for a local council or a developer to decide whether the retailing strategy has been integrated into the overall strategy such as the linkage between "- Transport ...Resisting development near motorway junctions;...", [ref 16, RPC 1507, para 7, p4].

3.4 Furthermore the report states that, "The scale of retail development should relate to the capacity of transport networks and not overload roads and junctions. Given the region's transport problems, outlined in the transport strategy ('Review of the Regional Strategy, Background Paper: Transport,' RPC 1463, July 1989), retail activity may need to be less concentrated in future, better related to public transport networks.....", [ref 16, RPC 1507, para 14, p6]. The same document states, "The proposed regional shopping centres at Thurrock (under construction) and Dartford (awaiting appeal decision) account for 19% of the floorspace." [ref 16, RPC 1507, para 29, p10]. The conclusions of this very recent document are equally vague saying, "The A10/M11 corridor, bordering Essex, has potential for qualitative improvements as does the A2 corridor in north Kent", [ref 16, RPC 1507, para 44, p13].

3.5 Most serious of all the roads were only included in the planning application belatedly and the BWPk Inspector neither had the benefit of Assessor experienced in Highway Schemes, nor had the powers to force the applicant to meet our requests for worked up details of alternatives, a model of the scheme, or having the horizontal (let alone the vertical) alignment set out on the ground. Most damning of all was that the Department Of Transport agreed in a written submission [ref 6] relating to alterations to the Trunk roads that "The Department is not however promoting the development or promoting the works as being the most effective or desirable way of allowing the development to proceed...". It is unimaginable that had the Department itself been putting forward these major highway alterations that it would have made such a statement or that its agent Kent County Council had come before the Public so ill prepared with regard to alternatives and setting out for a Highways Inspector.

3.6 The situation is contrasted by the current publication of related highway proposals covering Dartford Northern Bypass and TIR Stage 1 (Crayford to Greenhithe), parts of which at least are accompanied by an Environmental Impact Statement.

3.7 We note that it appears that in subsequent inquiries into shopping centres around the M25 the DTp has objected on traffic grounds; ["DTp Shies from M25 Shopping Centres", New Civil Engineer, 21 January, 1989]. This may be a reaction to the actual traffic growth; 1988 traffic was 27% higher than 1983 compared to a forecast of 9 to 16%; ["Roads for Prosperity", Cm 693, May 1989]. This later document also proposes studies of "Major Routes/Corridors" including "Lower Thames Crossing, Relief to east side of M25 between Kent and Essex" and "Route Assessment and Scheme Identification Studies" including "A2 Bean to M2".

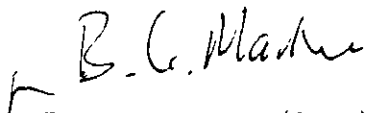
4 CONCLUSIONS

We therefore urge you to;

- i) Reopen the Inquiry to deal with any of the above matters but with powers to properly deal with that part of the application concerning Bean Interchange,
- or ii) Include the Bean Interchange proposals with the TIR Stage 1 Inquiry
- or iii) Impose a condition that new highway details are to be submitted at an Inquiry to meet the new situation caused by the announcement that, (even without BWPk) the A2 from M25 to B262 is to be dual 4 lanes and this is in conflict with the drawings submitted with the Outline application, and could now involve the demolition of properties at Bean.

We are agreeable to interested parties having copies of these comments.

Yours faithfully,


B.G. Martin, (Mrs).

Honorary Secretary, Bean Residents Association.
copy to R.J. Dunn Esq M.P.
Bean Residents Association

REFERENCES

- [1] Letter from Departments of the Environment and Transport, Ref: SE2/5062/182/1 etc, ? December 1989.
- [2] "Kent Structure Plan Second Review and Alterations Examination in Public Report of the Panel", Volumes 1 and 2, December 1988.
- [3] "Kent Structure Plan: Second Review and Alterations Further Modifications Proposed by the Secretary of State for the Environment", 14 December 1989.
- [4] "North-West Kent Town Map", KCC, 1976/77.
- [5] "Kent Structure Plan Second Review and Alterations Schedule of Proposed Alterations & Explanatory Memorandum", Kent County Council, December 1987.
- [6] "Sheerwater's New Retail Schemes", Chartered Surveyor, 19 June 1966.
- [7A] "The Borough of Dartford Local Plan Consultation Draft Written Statement", Dartford Borough Council, January 1988
- [7B] "The Borough of Dartford Local Plan Consultation Draft Proposals Map", Dartford Borough Council, January 1988.
- [7C] "The Borough of Dartford Local Plan Report on Public Consultation", D.B.C. Planning Committee June 1988.
- [8] Letter from Departments of the Environment and Transport SERO to Mr. K.G.Smith, BSc (Hons) M.R.T.P.I., Inspector, Blue Water Park Inquiry, 25 October 1988.
- [9] "M25 Review", Volumes 1 and 2, HMSO, 1989.
- [10] "National Road Traffic Forecasts (Great Britain)", HMSO, June 1989.
- [11] White Paper "Roads for Prosperity", Cm 693, May 1989.
- [12] Consultation White Paper "New Roads by New Means", Cm 698, May 1989.
- [13] "A2/A282 Dartford Strategic Road Network Appraisal - Scheme Identification Study", DTp/KCC, ? June 1989.
- [14] "Kent Structure Plan: Second Review and Alterations List of Modifications Proposed by the Secretary of State for the Environment", 18 May 1989.
- [15] "Into the Next Century Review of the South East Regional Strategy Consultation Paper", SERPLAN, August 1989, RPC 1500.
- [16] "Review of the Regional Strategy Background Paper: RETAILING", SERPLAN, September 1989, RPC 1507.

16th February, 1990

cc Mr Elliot
Mr Thomas
Miss Phillips.

Att 2/2.

(51)

Bignores Cottage,
Darenth Road,
Dartford,
Kent, DA1 1LZ

Attention: R.L. John Esq.,
Department of Environment & Transport,
South East Regional Office,
Charles House,
375, Kensington High Street,
London, W14 8QH

Dear Sirs:

Ref: SE2/5062/540/29 of 14/12/89

MD. // On behalf of the Residents of Darenth Road, I would like to express our extreme objection to aspects of the Kent Structure Plan, second review and alterations especially as regards the whole of MGB3. For decades now we have struggled to preserve the Green Belt in this area and have had many battles over this historic part of "Historic Dartford". There have been almost weekly attempts to convert our heritage into a concrete jungle, all in the name of "progress" and for "The Good Of Dartford and its Peoples". So far our attempts have proved valid and good sense, rather than a quick buck, have prevailed.

Now it seems that our green and verdant aspect is again the subject of projected environmental destruction. It is our fervent wish that our Lords and Masters will one day allow us to live our lives out in peace and to be able to put away our pens. Until that day arrives let this letter be the earnest of our intent to continue to protect our environment against all odds and to register our extreme displeasure at structural alterations - for ever and ever - designed to ensure that our descendants will never know what a green belt is, or indeed why it ever received such a description.

A Green Belt is a Green Belt is it not?

Yours faithfully,


F.C. WATTS

139/14/2
DIRECTORATE OF DEVELOPMENT SERVICES

Manor House The Green Sidcup Kent DA14 6BW 01 303 7777

DX 31807 Bexleyheath

Fax 01 302 0217

Bexley

MJC/TP/G/8/2

m/r SE2/5062/182/1, SE2/5062/219/15, extn 3156
y/r RSE/5062/35/1/012 date 16th February 1990
The person dealing with this matter is Mr. M.J. Checketts

Regional Controller (Planning),
Departments of Environment & Transport,
South East Regional Office,
Charles House,
375, Kensington High Street,
LONDON, W14 8QH.



*ALL ON GREEN BELT - NOT EFFECTS ON
ENVIRONMENT OF BEXLEY OR ECONOMIC ETC.
IMPACTS ON V.B.U. OF BEXLEY COUNCILS THE
PROPER WAY TO CONSIDER GR ISSUES ON
LAKETOWN ARE DBC/ECC.
NOTHING ON IMPACT ON BEXLEYHEATH.*

Dear Madam,

Planning Applications DA/86/391 and DA/88/336:
Proposed Regional Shopping Centre at Western Quarry, Dartford

Further to my letters dated 5th January 1990 and 13th February 1990,
I enclose a copy of the representations that this Council has made to
the Secretary of State on the proposed modification to the Kent
Structure Plan Second Alterations in respect of a Regional Shopping
Centre in North West Kent. These also address the issue of Blue
Water Park, since these cannot be dealt with separately as they are so
closely interrelated.

This Council makes the following points:-

- (1) It requests that the Examination in Public into the Kent
Structure Plan Second Review should be re-opened, in order to
consider:-
- the need for a proper assessment of the strategic
justification for a proposed regional shopping centre in
North West Kent;
 - an evaluation of alternative sites, including a proper
consideration of the range of approaches identified by
SERPLAN;
 - an examination of the criteria by which to measure a proposal
that would require Metropolitan Green Belt policy to be
overridden;

*DONE. B+G
WITNESS DID NOT
DISPUTE. B+G*

*INSP. ACCEPTED
THIS HAS BEEN
DONE. SIA.*

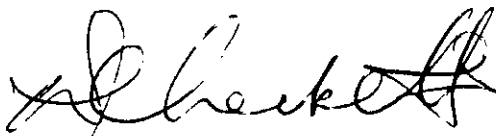
12.DOE1/2 (COR)

Continued/.....

Director of Development M J Checketts MSc Dip TP MRTPI
Chief Planning Officer Ms H I McKay BSc MPhil MRTPI
Chief Valuer & Estates Officer M J Sawyer ARICS
Technical Services Secretary D J Coleman FCIS DMA MBIM
Chief Economic Development Officer John P Evans BA(Com) MBIM

- the principles that would guide deletion of parts of the Metropolitan Green Belt;
 - the justification for setting aside the Inspector's conclusions that the Western Quarry area has an important and significant Green Belt function;
 - the strategic context for establishing the economic benefits of major out-of-town retailing development.
- (ii) In the light of (i) above, it would be premature to make any decision on the Blue Water Park application. Accordingly, the Council requests that the final decision on the Blue Water Park development should be deferred, pending the outcome of the EIP. At that stage, further consideration can be given to the re-opening of the Blue Water Park Inquiry.
- (iii) The Council reserves the right to make further representations when it is in receipt of the response of the Secretary of State to the issues raised herein.

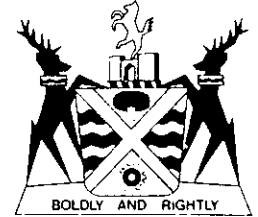
Yours faithfully,



Director of Development

m/r MJC/TP/G/8/2 extn 3156
y/r SE2/5062/540/29 date 16th February 1990
The person dealing with this matter is Mr. M.J. Checketts

Regional Director,
Department of the Environment,
South East Regional Office,
Room 522,
Charles House,
375 Kensington High Street,
London, W14 8QH.



Dear Sir,

Kent Structure Plan Second Review and Alterations

Attached is this Council's objection to the Secretary of State's proposed modification (No. 58) to Policy MGB 3 to allow for a Regional Shopping Centre in North West Kent. The form refers to the reasons for this objection. An accompanying statement sets out this Council's strategic objections and comments to both the proposed modification and the Blue Water Park planning application. These two issues should not be looked at separately, as they are so closely inter-related.

This Council requests that the Examination in Public into the Kent Structure Plan Second Review should be re-opened, in order to consider:-

- the need for a proper assessment of the strategic justification for a proposed regional shopping centre in North West Kent;
- an evaluation of alternative sites, including a proper consideration of the range of approaches identified by SERPLAN;
- an examination of the criteria by which to measure a proposal that would require Metropolitan Green Belt policy to be overridden;
- the principles that would guide deletion of parts of the Metropolitan Green Belt;
- the justification for setting aside the Inspector's conclusions that the Western Quarry area has an important and significant Green Belt function;

22.DOE.1 (COR)

continued over.....

- the strategic context for establishing the economic benefits of major out-of-town retailing development.

A separate response has been made on the planning application requesting that a decision on it be deferred until the strategic issues are resolved. A copy is attached for your information.

The Council reserves the right to make further representations when it is in receipt of a substantive response to the issues raised herein.

Yours faithfully,

A handwritten signature in dark ink, appearing to read 'M. J. Leckie', is written over a horizontal line.

Director of Development

Department of the Environment

DP 101

For Official use

Obj/Rep No:

Category:

Ack:

Part 1

1. Name and address..... BEXLEY LONDON BOROUGH
(block letters) DIRECTORATE OF DEVELOPMENT SERVICES
..... MANOR HOUSE, THE GREEN
..... SIDCUP, KENT Postcode DA14 6BW
Telephone Nos (Home) (Other) 01 303 7777
2. Title of Structure Plan Proposals..... KENT STRUCTURE PLAN SECOND REVIEW

Part 2

State here the number of the proposed modification to which you object: 58

Part 3

State here the full grounds on which your objection is made. The clearer and more complete your statement, the less likely will be the need to ask you for more information.

Bexley London Borough objects to the proposed modification to Policy MGB3 to permit an adjustment to the Green Belt boundary in North West Kent to allow a Regional Shopping Centre in that area for the following reasons:-

1. The procedure for dealing with the provision of a Regional Shopping Centre in North West Kent is at fault because the strategic context for such a development was not established through the E.I.P. process.
2. The E.I.P. to the Kent Structure Plan Second Review did not consider:
(i) whether there was a need for a Regional Shopping Centre in North West Kent;
(ii) the role and function of the Green Belt in the Western Quarry area;
(iii) whether any shopping need that was found was sufficient to justify overriding the Green Belt.
3. In proposing a modification to MGB3 which will allow for a Regional Shopping Centre in North West Kent, the Secretary of State has not followed his own policy set out in PPG6, that the Green Belt is an inappropriate location for major out of town shopping developments.
4. The Secretary of State has not sufficiently justified the proposal to modify the Kent Structure Plan Policy MGB3.
5. The Secretary of State has not provided a justification for setting aside the Inspector's conclusions that the Western Quarry area has an important and significant Green Belt function.

Accordingly, the Council requests that the E.I.P. to the Kent Structure Plan 2nd Review should be re-opened to give proper consideration to the proposed modification to Policy MGB3.

A further elaboration of these points is set out on the accompanying statement.

(If there is insufficient space, please use a continuation sheet)

Signature

Date

16 February, 1990

Statement in support of the London Borough of Bexley's
objection to the Secretary of State's proposed further
modification to the Kent Structure Plan - No, 58:
Policy MGB3

(1) Introduction

The Inspector's report following the Inquiry into the application made by Blue Water Park PLC, concludes by recommending that planning permission be refused. This recommendation resulted from a careful consideration of all the evidence before the Inquiry and, in particular, the conclusion that the need for additional retail floorspace in the A2 corridor was not sufficient to override the existing designation of the location as within the Metropolitan Green Belt.

This Council considers that the Secretary of State has not sufficiently justified the proposal to modify the Kent Structure Plan Policy MGB3. The Inspector concluded, at the Blue Water Park (BWP) Inquiry, that there was not a "sufficiently compelling and exceptional argument" to outweigh Green Belt policy. The Inspector had to consider the application in the context of existing policy because the Examination in Public (EIP) to the Kent Structure Plan Second Review did not consider:-

- (i) whether there was a need for a Regional Shopping Centre in North West Kent; - *DEVELOPMENT WITH AT INQUIRY*
- (ii) the role and function of the Green Belt in the area of Western Quarry; and
- (iii) whether any shopping need that was found was sufficient to justify overriding the Green Belt.

Accordingly, the strategic context in which to consider this particular application was never properly established.

The Secretary of State has not followed his own policy, set out in Planning Policy Guidance Note 6, that the Green Belt is in an inappropriate location for major out-of-town developments. In addition, he failed to justify setting aside his Inspector's conclusion, at the Inquiry into Blue Water Park, that this site performs a valuable Green Belt function, particularly in relation to the separation of settlements and in maintaining the appearance of the countryside.

This Council considers that the procedure adopted has been at fault - namely that the specific proposal at Blue Water Park was considered without having first established a strategic context through the EIP. This has resulted in the Secretary of State not applying his own policy and distorting the planning process. The Council will conclude that the defects be remedied in the following way:-

- * First, the Examination in Public to the Kent Structure Plan Second Review should be re-opened to give proper consideration to the proposed modification to Policy MGB3; and
- * Second, that the Secretary of State's decision on Blue Water Park should be deferred, pending the outcome of the EIP.

(2) Procedural Aspects

A key point of this objection is the overall procedure that has been adopted towards the Blue Water Park application, the EIP and the related Kent Structure Plan modifications. The Inspector notes in the conclusions to his report on the Blue Water Park Inquiry, paragraph 79.2 that:-

"This case is unusual in that the Secretary of State will be considering the report of the Panel for the Structure Plan Review EIP at about the same time as this report; no doubt if the Review policy MGB3 is to remain in the Plan unmodified, that will be a factor in the decision which is made on this application. For my part I make no assumptions as to the approval of the Review policies."

Thus in considering the case for BWP, the Inspector identified the need to take proper account of the strategic context, and in particular that the Western Quarry site falls within the Metropolitan Green Belt. The Inspector considered the BWP application solely within this context but it was within his remit to have suggested that an exception to MGB policy could be made - if he had thought it right, but only if very special circumstances, including an overriding need, could be established. The Inspector concluded that such a case had not been made out.

The EIP Panel had given consideration in general terms to the revisions to the MGB boundaries at Western Quarry, and to Policy RD5 which gave support to a regional shopping centre in North West Kent. The Panel acknowledged, however, that it felt somewhat inhibited in considering Policy RD5(a), bearing in mind the Public Inquiry that was to follow, during October 1988, into the Blue Water Park applications. It felt that a great deal more evidence would be available then for the Secretary of State to judge the merit of the site for a major retail facility and concluded that the evidence presented to the EIP was insufficient for it to judge whether a case had been proved for such a facility in North West Kent. It could see no reason for removing the Western Quarry site from the Green Belt at that time, although in its opinion it was a matter that would have to be reconsidered in the event of the Secretary of State accepting the arguments for a regional shopping centre there.

In summary, the EIP did not consider whether the Green Belt allocation of the Western Quarry site could be outweighed by the need for a Regional Shopping Centre. It did consider the site in MGB terms and decided on this basis not to change it. Clearly, the Panel concluded that it fulfilled a valuable Green Belt role, as did the Inspector at the Inquiry. Equally, however, the Panel did not consider the strategic implications of the potential loss from the MGB of this site or, indeed, give any proper consideration to the desirability or the mechanism by which the location of a major retail facility might be assessed in comparison to other sites.

In considering the Inspector's report on the Blue Water Park application, therefore, the Secretary of State did not have the benefit of the EIP Panel's advice either on the need for a Regional Shopping Centre in North West Kent, the strategic implications of removing a large site from the Green Belt to accommodate it, or as to the acceptability of releasing this site from the Green Belt as opposed to other sites within and outside the Green Belt.

(3) The Blue Water Park Inquiry

The Blue Water Park Inquiry was conducted on the basis that the site was included in the Metropolitan Green Belt and had been allocated for this purpose since the approval of the Kent Development Plan in 1958. This was accepted as an undisputed fact by all the parties to the Inquiry and referred to as such in the Inspector's report. The Council's submissions to the Inquiry were made within the specific framework of existing Green Belt policy and designed only to test whether there were very special circumstances which could justify development in the Green Belt.

The Green Belt issue was therefore the overriding consideration and was, indeed, recognised by the Inspector "to be the only interest of any substance". His conclusions fully support the Council's case on Green Belt.

In his opinion "the functions of most significance for Western Quarry are those concerning the protection of the countryside and the separation of towns and settlements" (Para. 79.6). Against each of these criteria his views were unequivocal. The Inspector notes that "the enormous scale of the site (80ha) would allow the former quarry floor to be seen as a large open rural area ..." and concludes that "I have no doubt that the retention of this open land would fulfil the valuable Green Belt function of safeguarding the countryside from further encroachment" (Para. 79.9).

With regard to the merging of settlements the Inspector considered that "the narrow gap between the smaller settlements in the Gravesend/Dartford area would be particularly sensitive to inappropriate development ... and I have no doubt that the development would constitute a major encroachment into the gap" (Para. 79.11).

His conclusion that "the proposed development conflicts with Green Belt policy and would result in an urban intrusion into the countryside on a massive scale" (Para. 79.12) could not be more explicit.

The Inspector's Report reinforces the fact that the Green Belt designation is an interest of acknowledged importance which could only be changed if an overriding need for development could be demonstrated. This was not established at Public Inquiry. Although the Inspector was of the view that the combined force of factors in support of Blue Water Park was considerable, he was unable to conclude that the development constituted a sufficiently compelling and exceptional argument to outweigh the strong presumption against major shopping development in the Metropolitan Green Belt. Of particular significance, whilst satisfied that there would be a substantial unaccommodated durable expenditure in the study area in 1996 which translates into a shortfall of durable shopping floorspace, the Inspector stopped short of calling the shortfall a "need" for floorspace, let alone an overriding need.

Faced with the Inspector's recommendation, and in the absence of any contrary advice from the EIP Panel, the Council is of the view that the Secretary of State could draw only one conclusion, that the Blue Water Park application should be refused consent. To have done otherwise, the Secretary of State would have needed a strategic context from the EIP. As noted above, however, the Strategic context was missing, both at the Blue Water Park Inquiry and more suprisingly, at the EIP itself. The process which this Council considers should have been adopted is outlined below.

(4) Lack of a Regional Context

(i) The need for a Regional Shopping Centre in North West Kent

The first priority ought to have been a proper examination of the need for a Regional Shopping Centre in North West Kent.

The EIP Panel gave only the most general consideration to this issue, as it felt inhibited from commenting further, bearing in mind the Blue Water Park Public Inquiry that was then imminent.

Thus, the Structure Plan is being led, even within the minds of the EIP panel, by the Inquiry process, and focussing on one development site. The scale of retailing shortfall in North West Kent was never properly analysed or considered at the EIP, nor whether it was a qualitative or quantitative deficiency.

(ii) Alternative ways of ensuring provision

The EIP did not properly examine the nature of the shopping shortfall in the North West Kent area. As a result, alternative ways of ensuring its provision were not fully considered.

In its document 'Regional Shopping Provision in the M25 Corridor: Statement by Conference' (June 1988), SERPLAN identified that strategic shopping provision could be enhanced in the A2 corridor in North Kent. It also went on to state, however, that this could be through the expansion of existing centres, the development of a new regional shopping centre, or a combination of both (RPC 1050 para. 617). The EIP Report gave no advice to the Secretary of State on these issues and the Secretary of State, therefore, lacked an important element of strategic consideration in reaching his decision on Blue Water Park. The Inspector cannot realistically be taken as having performed the task that fell to the EIP. Moreover, the Inspector does not appear to have considered an approach based on a number of centres which together would enhance strategic shopping provision in North West Kent. This is particularly relevant and important in view of the cumulative effect of the recent developments at Dartford and the planned shopping schemes at Bexleyheath, Chatham and Gravesend which it is contended would address the so called "qualitative" gap.

(iii) Assessment of alternative sites

If, having examined the question of retail need, it had been concluded that there was a requirement for a Regional Shopping Centre in North West Kent, it should then have resulted in an assessment of available sites and opportunities. This should have included consideration of sites outside and within the Green Belt. This is a proper role for the County and District Authorities involved to have advised the EIP. It is not a role or requirement for Third Party objectors. The EIP did not consider this question.

(iv) Establish principles whereby the Green Belt may be overridden

The Secretary of State has based his case for the proposed modification to Policy MGB3 primarily on the grounds of need for a Regional Shopping Centre in the A2

CENTRES EFFECTIVELY
AT CAPACITY
ONLY IN TERMS OF
TYPE OF PROVISION
NOT IN TERMS
OF CONVENIENCE
FUTURE
HIGHWAYS
CAPACITY ETC.

BNP STUDY +
BIG RESPONSE
THEREON. CIPAS
INVOLVED

Corridor. There is no basis for justifying the loss of Green Belt per se.

This would normally imply assessment of the situations where factors of overriding importance are present. In a case such as this, where the application site is accepted as performing a valuable Green Belt function, the only question is whether there is an overriding need in qualitative/quantitative terms for further shopping provision. There must also be an assessment whether that need outweighs the importance of preserving the existing extent of the Green Belt. This is not the case at Western Quarry. The Inspector has provided a clear judgement as to the important Green Belt role that this location provides, both in maintaining the separation of settlements and in the protection of the countryside.

(5) Application of Government Policy

The Government's own policies for major retail development are set out in Planning Policy Guidance Note 6: Major Retail Redevelopment (PPG6). This states in paragraph 15 that proposals for major out-of-town developments, "which may be well over 100,000 sq.ft. and upto 1 million sq.ft. or more, have no place in the Green Belt...." Thus Government policy is unequivocal - a development such as that proposed at Western Quarry has no place in the Green Belt. Yet, with this specific application clearly in mind, it is proposed that policy MGB3 in the Kent Structure Plan should be further modified so as to redraw the boundary of the Green Belt and thereby remove the application site from the protection afforded by Green Belt policy.

This removes the policy objection to the BWP development proposals. Thus, a single development proposal is, in this case, determining strategic policy. The rationale for the removal of the site from the Green Belt is not in terms of its Green Belt function but rather it is removed on the basis of a single proposal for a major retail development - entirely contrary to PPG6.

It is worth noting two important elements to this procedure. First, the Secretary of State has powers to alter structure plans but in exercising these powers it is necessary to explain the reasons for departing from established policy. Nowhere in the statement supporting the proposed modification to the Kent Structure Plan is there any justification for departing from PPG6 or why the existing Green Belt boundary should be redrawn. No account is taken in the Secretary of State's decision letter of the one known overriding issue, the Green Belt, nor are the Inspector's findings on Green Belt contested. No reference is made to the quality of the Green Belt at Western Quarry or to its role. Moreover, the Secretary of State does not explain the exceptional circumstances or the way in which the Blue Water Park proposal might complement existing town centres, which

are the relevant criteria included in the proposed Policy RD4.

Secondly, it is clear that the Inspector found that the Western Quarry site has a number of important Green Belt functions. He states that there is no 'need' for additional shopping in the A2 corridor, in the sense that it should override Green Belt policy. The national policy PPG6 is quite clear and, as a result, the Blue Water Park application should be turned down. The Inspector at the Inquiry arrived at this conclusion. Neither the Inspector nor the EIP Panel had properly considered the balance between removing the site from the Green Belt and the importance of additional retailing in the A2 corridor. The removal of a particular site from the Green Belt, in order that it can be granted planning permission for a major retail development, contrary to its original designation, must inevitably be flawed.

(6) Conclusion

This Council, therefore, makes the following points:-

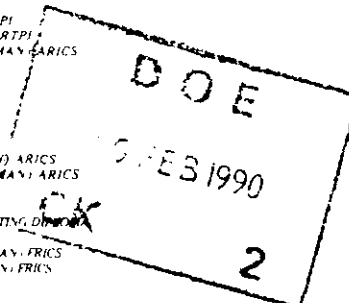
- (i) It requests that the Examination in Public into the Kent Structure Plan Second Review should be re-opened, in order to consider:-
 - the need for a proper assessment of the strategic justification for a proposed regional shopping centre in North West Kent;
 - an evaluation of alternative sites, including a proper consideration of the range of approaches identified by SERPLAN;
 - an examination of the criteria by which to measure a proposal that would require Metropolitan Green Belt policy to be overridden;
 - the principles that would guide deletion of parts of the Metropolitan Green Belt;
 - the justification for setting aside the Inspector's conclusions that the Western Quarry area has an important and significant Green Belt function;
 - the strategic context for establishing the economic benefits of major out-of-town retailing development.
- (ii) In the light of (i) above, it would be premature to make any decision now on the Blue Water Park application. Accordingly, the final decision on the Blue Water Park development should be deferred, pending the outcome of the EIP.

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 our ref 16 February 1990
 your ref EJD/PB
 SE2/5062/182/1
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Joint Regional Controller (Planning)
 Department of the Environment and Transport
 South East Regional Office
 Charles House
 375 Kensington High Street
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KEY ISSUE IS
 VITALITY & VIABILITY:
 SEE INSUR'S CONCLUSIONS
 ON THIS.

Dear Madam

PLANNING APPLICATIONS -

NO DA/86/0391OUT AND DA/88/0336OUT BY BLUE WATER PARK PLC

We represent Clayform Properties Limited who we have been advising on their Town Centre redevelopment site in Bexleyheath since March 1989.

In December 1989 a letter was issued on behalf of the Secretary of State for the Environment following consideration of the Inspector's Report of the Inquiry held October/November 1988. The letter indicated that the Secretary of State was minded to grant planning permission for a regional shopping centre at Blue Water Park. Before reaching a final decision however further representations were invited by the 16th February. Any representations are to be directed towards "Further Proposed Modification 2" to the Kent County Structure Plan Second Review and Alterations, the basis for which is the Inspectors findings at the Blue Water Park Inquiry.

Clayform previously made representations to the Inspector by letter dated 13th October 1988. G L Hearn and Partners were not advising

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Clayform at that time and these representations in so far as they overlap should be read as an elaboration and extension to them.

Background

Clayform have a substantial interest in a site at Bexleyheath. The site is shown on the plan attached to this letter. In November of last year identical applications were submitted to the London Borough of Bexley for 282,000 sq ft gross of retail floorspace on the site. No decision has yet been made on the applications.

The Bexley Borough Council have an interest in a second site (RA2 - see plan) at the eastern end of the centre on which another major retail scheme is planned. There is no recent application on this site.

The Council's scheme has the principal objective of attracting a department store operator to the centre and the subsidiary objective of providing space for an expansion of Marks and Spencer currently located at the eastern end of the Broadway Centre. There would also be a limited number of unit shops within the scheme.

The Clayform scheme was formulated with the principal planning objective being to help secure and reinforce Bexleyheath's role as a strategic centre within Greater London. As a consequence the Clayform scheme is designed to be complementary both with existing provision in the centre and that being promoted by the Council on the RA2 site.

Bexleyheath was designated a Strategic Shopping Centre in the Greater London Development Plan and the role was taken through into the Bexley Borough Local Plan adopted in February 1985. Paragraph 6.4 reads as follows :-

"The Council will continue to promote Bexleyheath as the Borough's strategic shopping centre in line with GLDP policy. To this end the Council will ensure that any proposals for large new shopping developments elsewhere do not undermine the viability of the Bexleyheath proposals".

The Bexleyheath Town Centre Local (Action Area) Plan translated this into a series of policies and proposals. Policy 1 seeks to realise the status of Bexleyheath as the strategic centre of the Borough and in the RA2 site is designated for retail purposes.

My client's site is identified in part in the Town Centre Local Plan in which a major extension to the former RACS Department Store has been permitted. This forms an important part of the proposed development.

It has been since the late 1970's a consistent planning policy to encourage retail development in Bexleyheath town centre so that centre could achieve strategic status. This long established policy is the basis upon which the shopping strategy for this part of Greater London has been based. It has also long been recognised that to achieve the desired strategic status that the centre should provide up to some 1.08M sq ft gross (750,000 sq ft net sales) of shopping floorspace. The Norwich Union scheme known as the Broadway Centre is the first stage in the implementation of this crucial planning policy but it is still a deficiency of good quality comparison shopping provision which is apparent. The schemes referred to above present the opportunity for Bexleyheath town centre to make good this deficiency and achieve its proper place in the shopping hierarchy. Thus it can be seen that this town centre has not yet established its proper role and is at the critical stage in its development.

The prejudicing of these schemes would be seriously detrimental to Bexleyheath and would prevent it achieving its identified strategic role and frustrate the long established planning objective. The question is therefore whether a recently conceived out-of-town shopping proposal should be allowed to put at severe risk the programmed town centre redevelopment capable of early implementation contrary to the Government's previously stated policy.

83.7 (final
sentences)

These conclusions have not been lightly arrived at indeed my Firm has carried out detailed retail studies of Bexleyheath and centres within and beyond 20 minutes drive of it to enable us to fully appreciate the present and likely future shopping patterns.

Present Position of Bexleyheath Town Centre

At the Blue Water Park Inquiry Bexleyheath was said to have a comparison sales area of some 286,000 sq ft net. We believe it was not specifically surveyed for the purpose. Since then the Co-op store (some 40,000 sq ft net) has closed and a number of smaller units have transferred to service use. Our own surveys of Bexleyheath town centre and those of another consultant have however revealed a number of other discrepancies in the make up of the figure previously given. Our own estimate is that 185,000 sq ft of sales floorspace is currently in comparison business use.

This has significance in two respects :-

- (a) it is likely that the turnover estimate of Bexleyheath town centre used at the Inquiry was significantly higher than in reality - leaving a question mark over the results of the impact studies, but of more significance,
- (b) that Bexleyheath is further away from achieving its designated role than was suggested at the Blue Water Park Inquiry. It is all the more important therefore that Town Centre redevelopment in Bexleyheath should not be prejudiced by out-of-town proposals.

Strategic Centre Role

Within the Bexleyheath study area the following centres within Greater London were designated as strategic centres :-

Bexleyheath
Bromley
Croydon
Lewisham
Woolwich

We have updated the floorspace figures given at the Blue Water Park Inquiry. Their current comparison sales areas and expected 1996 sales areas are set out in the table below :

	<u>1989</u> (sq ft)	<u>1996</u> (sq ft)
Bexleyheath	185,000	555,000 (with both Clayform and RA2 schemes)
Bromley	617,100	852,100
Croydon	1,502,800	1,640,000
Lewisham	638,200	638,200
Woolwich	584,300	584,300

Whilst there is no reason why strategic centres should be of identical size there is reason to expect them to be of significant size if they are to perform their role. It can be seen from the above table that at present Bexleyheath is significantly smaller than any of the other centres. Furthermore in 1996 it would still be the smallest centre even if both of the proposed schemes were to be built. It is clear that with the retail capacity of the area pre-empted by the Blue Water Park scheme both proposals in Bexleyheath are unlikely to be built and as a result the long held objective of a strategic role for Bexleyheath will be frustrated.

Expenditure Growth

Having taken account of recent falls in comparison expenditure growth the area still shows a substantial growth up to 1996. There is not however the capacity in the study area to support both Bexleyheath proposals and Blue Water Park. Furthermore the competitive effect of the Lakeside scheme at Thurrock will truncate Blue Water Park's catchment area in order to maintain viability it would be forced to trade in a highly competitive manner in its local area to maintain turnover levels. Its effect on nearby centres (eg Dartford, Gravesend

and Bexleyheath) could therefore be substantially higher than predicted by some of the consultants at the Public Inquiry. If the Blue Water Park centre is forced to compete more strongly in the local area the potential for expansion at Bexleyheath would be further reduced. Thus there are particular circumstances in this case, arising from the location of the Blue Water Park scheme which are likely to prevent the normal dispersal of trading impact which we have found justified in the Regional Shopping Centre schemes with which we have been concerned.

Qualitative Need

As a result of our retail studies in the area it has become clear that the qualitative deficiency in higher order comparison shopping in the A2 corridor identified by SERPLAN is in a large part due to the lack of retail redevelopment in Bexleyheath and its consequent failure to achieve its intended strategic role.

The use of Green Belt land is not therefore required to provide the quality shopping seen by SERPLAN as required. The two proposed schemes in Bexleyheath and the improvements being carried out in the other town centres of the areas such as Dartford and Chatham will offer the range and quality of shopping rightly seen as previously lacking.

Therefore in considering the release of the Blue Water Park site from the Green Belt the qualitative need for retail floorspace cannot be a determining reason.

Inspector's Conclusions on Bexleyheath

It is clear from paragraph 84.8 of the Inspector's Conclusions in his Report that the advisers to Blue Water Park Limited agreed with the evidence given on behalf of London Borough of Bexley and Gravesham Borough Council that Bexleyheath was not fulfilling its role as a strategic centre. It was also agreed that it is lacking in an appropriate market share and does not have a department store.

This view was not shared by Kent and Dartford who contended that the town already served a strategic role and that a department store was not a pre-requisite for this to take place (para 42.24). They also stated that Blue Water Park would not present any realistic threat to the role envisaged for Bexleyheath in the shopping hierarchy.

We strongly dispute this view for the following reasons. A centre must have a wide range of shops including large stores and fashion stores if it is to satisfy current spending patterns. Bexleyheath does not possess such a range. Without such stores it is difficult to see how it could be adjudged to be playing a strategic role when it follows that many shoppers will be visiting other centres to satisfy their needs.

WIM NOT?
REMARKS
DEVELOPER
DON'T WANT
TO INVEST IN
BHEATH?
IT'S BEEN
STRATEGIC
MUST CENTRE
FOR CENTRE
ENOUGH?

In order therefore to play such a role it is clear that the centre must expand. Although not expressly stated by the Inspector in his conclusions it would appear that he accepted the need for this to happen because :-

- (a) he went on to consider retailer demand and developer interest in Bexleyheath, and
- (b) whether these would diminish or that the town centre schemes would not proceed.

In concluding that there would remain strong developer interest the Inspector was not able to appreciate the circumstances in which the strength of such interest must be considered.

While Bexleyheath town centre is performing well at the present time in its present stage of development towards becoming a strategic centre it is very vulnerable to competition. To secure its position and make it robust to such competition it requires a department store as an anchor and the range of fashion and variety stores which the proposed two schemes would provide. These are urgent short term requirements not

long term proposals. To delay these proposals would ensure Bexleyheath will not reach strategic status.

It is these circumstances in which the effect of Blue Water Park upon retailer and developer interest must be assessed. The evidence of serious consequences is clear. Present market conditions in retailing have led to a reduced demand for new floorspace from the very retailers Bexleyheath must attract. These market conditions may be short term but will be prevalent in the period the town centre must secure its redevelopment proposals. The withdrawal of John Lewis, hinted at in the Blue Water Park Inquiry has become a reality (see copy of their letter to the Council attached) and if the Blue Water Park site is released from the Green Belt for retail purposes enquiries have disclosed that there is little chance of a successor being found. The same enquiries show that the two schemes upon which the future of Bexleyheath cannot go ahead in their proposed form.

We believe that the position with regard to the present form and character of trading of Bexleyheath town centre and its future potential and urgent requirements as set out in this letter of representation are incontrovertable.

Planning Policy Guidance Note 6 clearly states (paragraph 15) that proposals for major retail developments, "have no place in the Green Belt, where there is a strong presumption against all inappropriate development. Nor are developments on that scale generally acceptable in open countryside". It goes on to list possible exceptions :-

- i. where they result in the reclamation of a large area of derelict land and other environmental improvements, and
- ii. where their effect on established town centres is very diffuse, or,
- iii. where existing centres do not provide good facilities and do not lend themselves to modernisation.

With regard to the second of these considerations we have shown why the impact of Blue Water Park is not likely to be as widely dispersed as the Inspector concluded at the Inquiry and that nearby centres such as Dartford, Gravesend and Bexleyheath could be more seriously affected. We have also demonstrated that the capacity of Bexleyheath to achieve its long planned status and modernisation will be seriously impaired. Consequently the question of Blue Water Park being treated as an exception does not arise.

The questions and answers upon which a decision with regard to the removal of the Blue Water Park site from the Green Belt and the granting of consent for a Regional Shopping Centre can be succinctly stated.

- (a) Will a nearby town centre be prevented from achieving its long desired strategic role? YES
- (b) Are the retail developments upon which that role depends be capable of early achievement? YES
- (c) Is the proposed Regional Shopping Centre required to meet a shopping deficiency in the A2 corridor? NO
- (d) Is the loss of Green Belt land justified on retail grounds? NO

It is our submission that the removal of the Blue Water Park site from the Green Belt in Proposed Modification 2 of the Kent Structure Plan would constitute a reversal of Government policy.

Finally we turn to the prospects of Blue Water Park itself. Given the changes in the economic situation since 1988 the quantitative case in its favour diminishes and consequently, if built, it would become more of a competitive threat to nearby centres as we have illustrated in the

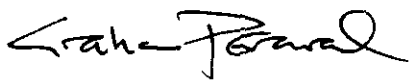
case of Bexleyheath. The new economic circumstances facing the retail industry in particular and the development world in general do however impinge as much on the prospects of Blue Water Park as they do on Bexleyheath. There is therefore the prospect that, even if permitted, Blue Water Park will not be developed. Therefore there is a real chance that the town centre redevelopments necessary to achieve an established planning objective could be frustrated with no compensating benefit to the shopping public.

Conclusions

From discussions with the London Borough of Bexley we understand that they are making representations in some detail with regard to the Metropolitan Green Belt aspects of this matter and we have therefore refrained from duplicating those representations.

The conclusion from our consideration of the proposed decision, in so far as it affects Bexleyheath, is that it should be reversed and the appeal duly dismissed. If having taken into account these and other representations the Secretary of State is still minded to allow the Blue Water Park appeals we believe that this should not be done without airing the issues in a re-opened Examination in Public.

Yours faithfully


EP

E J DAVIES

For G L Hearn and Partners

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Surveyors & Planning Consultants
175 BOROUGH HIGH
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SCALE 1:2500
DATE FEBRUARY 1990



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19th December, 1989

M. Checketts Esq.,
Director of Development,
London Borough of Bexley,
Manor House,
Sidcup,
Kent.

Dear Mr. Checketts,

I have now had an opportunity to consider the Secretary of State's decision on the proposals for a new regional shopping centre at Bluewater Park. I must say I am surprised that the Inspector at the Public Inquiry should have concluded that there was a shopping need in the locality which could not be met by the improvement of nearby existing shopping centres, and that the Secretary of State should both endorse this conclusion and regard it as a justification for what previously seemed a clear Government policy of protecting the Green Belt.

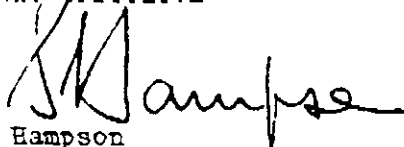
You are aware that the Partnership has recognised the potential of Bexleyheath to serve a widely dispersed catchment population in North Kent. Its proximity to the A2 and your Council's determined stance on the provision of car parking mean that many of the benefits of an out-of-town location can be achieved whilst building on and underpinning the existing town centre. It has been against this background that the John Lewis Partnership has planned to locate a new department store in Bexleyheath - its only store to the South East of Central London.

The development of a major department store represents a substantial investment and depends on the maintenance of existing planning policies. Sharpening competition from other town centres - such as the development now underway in Bromley - has been assumed, but we have made clear on a number of occasions that the justification for committing ourselves to Bexleyheath would be undermined if a new out-of-town shopping centre were to be permitted. Already the Thurrock scheme has pared down the assumed catchment population. ~~The significance of cross Thames traffic was not so great that~~ the project as a whole was rendered unviable, but nevertheless expectations of customer draw were reduced. The Secretary of State's decision on Bluewater Park, however, creates a revision of assumptions which is of a different order.

Before the Public Inquiry, we indicated to you that it was unlikely the Partnership would proceed with its proposal for a department store in Bexleyheath if permission was given for a new regional centre, such as Bluewater Park, or if other substantial additional retailing space outside existing town centres was made possible by a freer planning environment. Our position was also communicated to the Inspector. In view of the Secretary of State's decision I have to confirm that we do not now see Bexleyheath as a potential site for a John Lewis department store.

It is with considerable regret that we reach this conclusion. Over many years representatives of your Council and the Partnership have worked together to achieve an imaginative rebuilding of Bexleyheath town centre with a John Lewis store as its focus. Schemes of this order, however, need investment confidence to be sustained by a continuity of planning policy. The substantial changes which have now been introduced in North Kent will lead us to reassess the way in which we can best serve potential customers in the region. We can no longer, however, offer any commitment to the redevelopment of your town centre.

Yours faithfully



S. Hampson
Director of Research & Expansion

asb *DWH* *R draws* *JW*
BWP

CREATED: 14:15 16/02/90 RECEIVED: 14:14 16/02/90

FROM: Chris Oliver Development Services Officer
NUMBER: 3962
TO: C Shepherd - Chief Executive c.c. DDPS
NUMBER: 3950
SUBJECT: Blue Water Park

I refer to the letter from Shearwater regarding Gravesham's objection to the development.

Gravesham have decided to continue the fight, this course, being predictable.

Telephone conversation with DOE official revealed that only approximately 10 letters regarding their "mindful to approve" letter and approximately 2 objecting.

Also, low response on structure plan modifications - approx 40 covering all aspects.

They hope that decisions will be made in April.

Yours

Chris

DSC/

I am more concerned the Bexley are seeking

= judicial review!

CHS.

No further action!

John M Wilson
Sidney W Taylor

Director of Administration
Director of Operations

DARTFORD

Borough Council

Civic Centre, Home Gardens, Dartford, Kent, DA1 1DR.
Tel: (0322) 343434

Please ask for:
Direct Line (0322) 343

Your Ref:
My Ref:

Date:

L

└



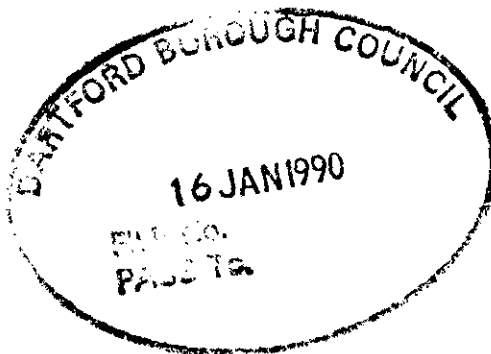
SHEARWATER PROPERTY HOLDINGS PLC

5-7 John Prince's Street London W1M 9HD
Telephone 01 491 0906 Telex 28167
Fax (Group 3) 01 409 2785

Our Ref: IGSP/MFD

12th January 1990

C. Shepherd, Esq.,
Chief Executive,
Dartford Borough Council,
Civic Centre,
Home Garden,
Dartford, Kent.
DA1 1DR



Dear Mr. Shepherd,

Blue Water Park

Further to our recent meeting, I promised to write to you after our meeting with Counsel (David Keene and Duncan Ouseley), particularly with regard to any action that we feel ought to be taken by Dartford.

Counsel are of the opinion that it would be helpful if Dartford were to write to the Secretary of State confirming continuing support for the development and for the proposals contained within the correspondence associated with the Inspector's Minded to Approve letter, particularly those associated with the structure plan.

It would also be particularly helpful if Gravesham could be persuaded to ideally remove their objection, or at least modify their objection. You indicated to me when we met that perhaps the latter is already taking place. This is particularly significant in that, of course, Gravesham is within Kent and is relevant as far as modification to the structure plan is concerned. Consequently any help that you can give in connection with Gravesham would be most appreciated.

Counsel's judgement is that it will probably be April/May before we have the Secretary of State's final decision, which is itself likely to be linked to the modification to the structure plan being finalised.

Yours sincerely,

Ian Pearce

cc: Tony Every-Brown
Nicholas Taylor
Lyn Evans
Graham Johnson
Carrie Puddicombe

Department of the Environment

cc Mr. C. Bale
Mr. Chamber
Mrs. Phillips.

DP 101

For Official use
Obj/Rep No:

(45)

Category:

Ack: 19/2.

Part 1

1. Name and address (block letters) Alan C. Bale for North Kent Wildlife Preservation Society
30 Howard Road, Dartford, Kent

Postcode

Telephone Nos (Home) Dartford 225045

(Other)

2. Title of Structure Plan Proposals Kent Structure Plan - Second Alteration

Further Modifications to Proposed Alterations

Part 2

State here the number of the proposed modification to which you object: Modification to Policy MGB3

Part 3

State here the full grounds on which your objection is made. The clearer and more complete your statement, the less likely will be the need to ask you for more information.

We object to the removal of land from the Green Belt where previous mineral extractions have taken place. The planning permissions for mineral extraction within the Green Belt were granted with agreed restoration proposals to a use consistent with Green Belt designation. We agree with Gravesham's assessment of the lack of need for a regional shopping centre in this area. We therefore believe that an adjustment of Green Belt Boundaries in NorthWest Kent is not justified in order to allow for a regional shopping centre in that area.

(If there is insufficient space, please use a continuation sheet)

Signature

A.C. Bale

Date

17th February, 1990

Department of the Environment

Mr. Clee,
Mr. Thomson
Mr. Phillips.

DP 101

For Official use

Obj/Rep No: 47.

Category:

Ack: 21/2.

Part 1

1. Name and address
(block letters)

W. R. KNOTT
247 CITY WAY
ROCHESTER
KENT Postcode ME1 2TL

Telephone Nos (Home) (Other)

2. Title of Structure Plan Proposals

modification of proposed MGB3
adjustment to green belt boundary in
N.W. Kent.

Part 2

State here the number of the proposed modification to which you object: MGB3

Part 3

State here the full grounds on which your objection is made. The clearer and more complete your statement, the less likely will be the need to ask you for more information.

Past experience with this sort of development has shown that it merely kills off nearby Town Centres, as, for instance, Hempstead Valley shopping Centre has killed off Gillingham High Street.

The end result, then, will be a loss of green belt, a vast, ugly development in the countryside, and a degeneration of local town centres.

This land has the potential to form a valuable part of the green wedge around London and that is what it should be used for.

(If there is insufficient space, please use a continuation sheet)

Signature

W. R. Knott

Date

18 Feb. '90

Continued.

Expanding developments in the countryside lead to increased use of car transport, but car transport in future years will have to be discouraged, due to carbon-dioxide pollution and the greenhouse effect.

We may well then regret the construction of this type of development.

Date : 1st March 1990
Your Ref :
Our Ref : LP 7.3.62
Contact : Jane Carlsen
Extension: 132

cc. Mr. Ellis
Mr. Thomas
Mrs Phillips
Mr. Brown.

Att 5/3.

AMMUT CA (59)

LPAC
LONDON PLANNING
ADVISORY COMMITTEE



EASTERN HOUSE
8-10 EASTERN ROAD
ROMFORD RM1 3PN

0708 24515
FAX 0708 25671

Honorary Secretary:

Chief Planner:
Martin Simmons MA, DipTP, MRTPI

Department of Environment & Transport,
South East Regional Office,
Room 522,
Charles House,
375, Kensington High Street,
London,
W14 8QH.

Dear Sirs,

PROPOSED MODIFICATION TO KENT STRUCTURE PLAN

It has been brought to my attention by L.B. Bexley that a further proposed modification is to be made to the Kent Structure Plan concerning the removal of the site proposed for the regional shopping centre Blue Water Park, near Dartford in Kent, from the Green Belt.

In our letter dated 14th November 1988 forwarding written evidence to the call in inquiry into the proposed regional shopping centre at Blue Water Park, Dartford, Kent, LPAC took the view that the proposals would have a significant impact on London in terms of: retailing; Green Belt; employment; and transport, particularly impact on the M25.

The Committee considered that the case against permitting the proposed development was overwhelming. The proposals clearly conflict with planning policy at every level and run counter to national policy, Regional Guidance, the policies in LPAC's Strategic Planning Advice for London, and the adopted local policies of the London Borough of Bexley. To propose such a development on one of the narrowest and most sensitive parts of the Metropolitan Green Belt is counter to national policies on the inappropriateness of such developments, either retailing, warehousing or intensive "built" leisure facilities in the Green Belt. Indeed, PPG 6 states that major out of town developments "have no place in the Green Belt, where there is a strong presumption against all inappropriate development".

Since the Inquiry this policy has been reaffirmed in the Secretary of State's Strategic Planning Guidance for London RPG 3 SEP 89 and in SERPLAN's retailing background paper reviewing regional strategy.

Cont'd/2.....

In the context of PPG 1 the onus is on the applicant to demonstrate why an exception should be made in this case to the normal rejection of inappropriate development in the Green Belt. In any event, to allow the justification that an existing derelict site would be restored by this proposal could seriously impair the principle of Green Belt protection and improvement, and is explicitly rejected in RPG 3 paragraph 59 which states "the quality of the landscape is not a material factor in its (the Green Belt) designation and continued protection".

The Committee also gave evidence at the Examination in Public into the Kent Structure Plan Amendments. The evidence stated that the Blue Water Park proposal had not been properly justified and that the implications had not been fully assessed, particularly beyond the Kent County Boundary. The Committee felt that the proposals would have severe implications for the vitality of town centres, especially those in East London and would therefore be in conflict with LPAC's objectives. The Statement went on to demonstrate that the proposals were not in accord with national retail policy principles and were in apparent conflict with Regional Guidance. The Statement also noted that Kent's proposals gave insufficient consideration of traffic impact and the role of the M25 and would create increased pressure on Green Belt land in the vicinity of the M25/A2.

The Green Belt issue was considered by the Inspector holding the Inquiry into the Blue Water Park development to be the most significant. The Inspector's conclusions, given all the evidence before him, reflect the views expressed in the Panel Report on the Kent Structure Plan Review, that the site is a viable functioning part of the Green Belt. This statement reinforces the fact that the Green Belt designation is an interest of acknowledged importance which could only be changed if an overriding need for development could be demonstrated. The Inspector stopped short of defining the perceived shortfall in retail facilities in the area as an overriding need.

The Secretary of State's letter of December 1989 to the applicant's solicitors does not contest the Inspector's findings on the Green Belt. In justifying the proposed modification to the Structure Plan there is no reasoned argument why the Green Belt should be set aside; only that there are benefits in locating a Regional Shopping Centre in the area.

Therefore, LPAC asks that this letter be taken as an objection to the further proposed modification to the Kent Structure Plan relating the Policy MGB 3 to revise the Green Belt boundaries in North West Kent to allow for a regional shopping centre. No justification is seen for removing the Green Belt designation from one of its most sensitive areas and would be contrary to the strategy adopted by both SERPLAN and LPAC of encouraging the regeneration of East London.

Cont'd/3....

CHECK
REFERENCE.

AS DOES
OTHER SITE
OPEN TO CESS
PLANNING
OBJECTION.

NOT IN
EAST THAMES
CORPORATION

In addition, with reference to the Secretary of State's announced intention, on 14th December 1989, that he was minded to grant planning permission for a regional shopping centre at Blue Water Park, near Dartford, LPAC sees no justification for changing its view expressed at the Inquiry. Whether or not the site is excluded from the Green Belt the proposals are contrary to regional strategy and LPAC's proposals set out in Strategic Planning Advice for London to encourage the maintenance and strengthening of the economy of Inner and Inner East London. If this proposed development was granted planning permission, LPAC would view it as setting an undesirable precedent for future proposals in and around London.

Yours faithfully,



Robin G. Clement
Deputy Chief Planner

NO
DEVELOPMENT
SHIPPING
STORY
SOS CONSIDERANCE
ON SE. REGION

Norwich Union Real Estate Managers Ltd

Sentinel House PO Box 432 37 Surrey Street Norwich NR1 3PW
Telephone (0603) 622200 Telex 97388 Fax (0603) 683950

Chief Estates Manager
Senior Estates Managers
Estates Managers

Martin B Olley FRICS
D R Butcher FRICS N Price FRICS
B J Du Brow FRICS D Gane FRICS R H Perrin FRICS R A Wright FRICS M J Whalley BSc FRICS

Secretary of State
c/o Departments of the Environment &
Transport
South-East Regional Office
Charles House
375 Kensington High Street
LONDON W14 8QH

Our reference

E/V/JDU/JB
Please ask for

Mr Welham
Direct line

681861
Your reference

2 March 1990

Dear Sirs

**Planning Applications Nos DA/86/0391 Out and DA/88/0336 Out
By Blue Water Park Plc to Develop Western Quarry and adjacent
Land at Dartford, Kent as a Regional Shopping Centre**

We refer to the above Planning Application and your decision to grant planning permission for a Regional Shopping Centre subject to comment by parties to the called in application.

We would like to express our surprise at this decision as you seem to have ignored the Inspector's argument that there was no reason to change green belt policy in order to accommodate this shopping centre development. Indeed your decision would appear to be in contradiction to Planning and Policy Guidance Note 6 (Major Retail Development) which states "proposals for such developments, which may well be over 100,000 sq ft and up to 1,000,000 sq ft or more, have no place in the green belt, where there is a strong presumption against all inappropriate development."

Your decision would also appear to be contradiction to the same Policy Guidance Note where it states that in deciding planning applications and appeals, "it will be necessary, however, to take account in exceptional circumstances of the cumulative effects of other recent and proposed large scale retail developments in the locality and to consider whether they are on such a scale and of a kind that they would seriously affect the vitality and viability of a nearby town centre as a whole - for example, whether they seem to result in a significant increase in vacant properties, or a marked reduction in the range of services the town centre provides, such as could lead to its general physical deterioration and to the detriment of its future place in the economic and social life of the community".

The Norwich Union are substantial investors in town centres throughout the country and we are committed to maintaining town centres as a focus for various community activities.

The Broadway Shopping Centre in Bexleyheath is a development which we completed some six years ago and have now identified the need for an improved and extended shopping facility in this location.

We have had detailed discussion with Bexley Borough Council with regard to extending the shopping centre in order to provide approximately 327,000 sq ft gross floor area of additional shopping, including a Department Store, and 750 car parking spaces. Our development programme allowed for a planning application to be submitted in March 1990 with an estimated completion date of early 1995. It is our view that development of this type in existing centres, rather than in major out of town schemes, best meets the requirements for shopping in the A2 corridor whilst helping to vitalise existing centres.

ONLY FOR PMPT: SEE 838

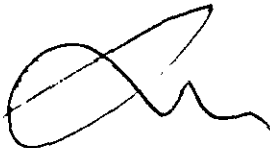
84.9, W
84.16
We are concerned that uncertainty over the future shopping provision may be created within the A2 corridor, there is a strong possibility that the Blue Water Park proposal could result in the planning blight of town centres in the corridor, as it is quite likely that the eventual planning permission, if granted, would not succeed in being implemented.

We believe therefore that the granting of planning permission for Blue Water Park would be to the detriment to Bexleyheath Town Centre with the loss of investment, jobs and amenity value.

We propose that the need for increased shopping facilities within this area of the A2 corridor can be met by developments, such as our own proposals for Bexleyheath, which do not infringe upon the green belt or detract from the Town Centre.

We would therefore ask you to reconsider your decision and refuse planning permission for the Blue Water Park proposals.

Yours faithfully



Assistant Estates Surveyor

Mrs B G Martin
Bean Residents Association
67 Stonewood
Bean
Dartford
Kent DA2 8BZ

Mr J Underhill
207

-
0/P4

2 March 1990
MA

Dear Mrs Martin

EASTERN QUARRY RESTORATION AND BLUE WATER PARK

Thank you for your letter of 8 February. I am sorry it has not been possible to reply to you earlier.

The Planning Committee resolved to raise objections to the Eastern Quarry submission for the following reasons:

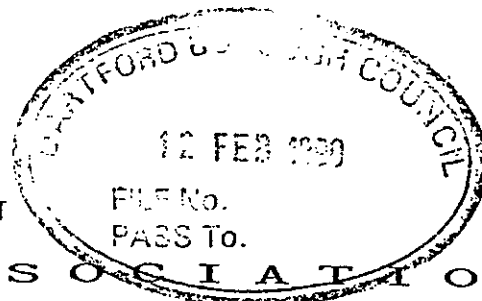
1. This Council supports in principle provisions for nature conversation and outdoor recreation. However:
2. This Council considers the level of detail in this application wholly inadequate. In particular detailed proposals of landscaping, management of the nature reserve, and of recreational activities, need to be evolved in far greater detail before condition (xi) in the planning consent is discharged.
3. This Council reserves its position regarding the ecological value of the nature reserve, pending the Kent County Council's planned botanical survey; and reserves its position regarding the environmental impact of intended recreational uses pending receipt of more information (especially in relation to water-skiing as a possible after-use).
4. This Council feels that considerations of fine detail of after-use and restoration is premature at this stage; except for matters such as the grading of the lake area, and ensuring the nature reserve remains undisturbed, which have a bearing on current activities.

So far as Blue Water Park is concerned, I am enclosing for your information a copy of my report to Planning Committee. The recommendations on pages 5 and 6 of the report were accepted.

/continued....

RECEIVED 12 FEB 1990 DCH

22013



B E A N

R E S I D E N T S A S S O C I A T I O N

The Development Services Officer,
Dartford Borough Council,
Civic Centre, Home Gardens,
Dartford, Kent. DA1 1DR.

67 Stonewood,
Bean,
Dartford,
Kent.
DA2 8BZ.
my ref:8941.

your refs:

8 February 1990.

For attention of Mr.D. W. Howard,B.A.,M.R.P.T.I.

Dear Mr Howard,

[1] EASTERN QUARRY RESTORATION PROPOSALS

[2] WESTERN QUARRY - RESPONSE TO DoE.

- [1] We wish to thank Mr Underhill and Mr Arnold for helping to make available details of the BCI scheme for Eastern Quarry in time for our Committee meeting last Monday. Could you let us know the resolution of the Council on the matter.
- [2] Until we read about it in the press we were unaware that council Members were also discussing the Blue Water Park proposal. It seems like another missed opportunity to consult with local residents who would be hardest hit if the regional shopping centre scheme came into operation. Could you please let us see the report to the Council and again advise us of the resolution of Members.

Whatever the outcome of these major proposals, we feel that a meeting between Bean Villagers, yourselves and interested Councillors is long overdue. The consequences if the development that has taken place to the west of London were to be mirrored in the Kent and Essex countryside need to be properly thought through and openly discussed. I think you will agree that it would be better to talk now before some future Inquiry.

Yours sincerely,

B.G.Martin (Mrs.)
Honorary Secretary, Bean Residents Association.

DARTFORD

Borough Council

D.S.
Duty
urgent draft

INTERNAL ONLY

Please ask for:

From: DEPUTY DIRECTOR OF ADMINISTRATION

My Ref: DDA/kp

To: CHIEF EXECUTIVE
DIRECTOR OF ADMINISTRATION
DIRECTOR OF OPERATIONS
DIRECTOR OF FINANCE
DEVELOPMENT SERVICES OFFICER

Your Ref:

Date: 12 March 1990

BLUE WATER PARK

I attach a letter from the Departments of the Environment and Transport dated 9 March together with copies of correspondence on this Appeal received from other interested parties.

NO
CALL-IN!

As you will see that we have until the 30 March to comment further, I should be grateful if you would let me have any comments by Friday 23 March.



DEPUTY DIRECTOR OF ADMINISTRATION

encl*

Comments please
to me before
any action is
taken

✓



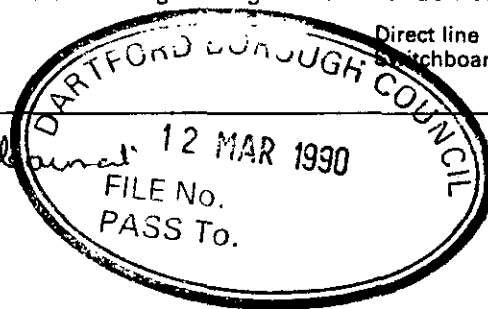
Departments of the Environment and Transport

South East Regional Office

Charles House 375 Kensington High Street London W14 8QH

Direct line 01-605
Switchboard 01-605 9000
GTN 2570

Dartford Borough Council



Your reference

Our reference

SE2/5062/182/1

Date SE2/5062/219/15

9 March 1990

Dear Sir/Madam

TOWN AND COUNTRY PLANNING ACT 1971

PLANNING APPLICATIONS BY BLUE WATER PARK PLC, TO DEVELOP WESTERN QUARRY AND ADJACENT LAND AT DARTFORD, KENT AS A REGIONAL SHOPPING CENTRE

1. I refer to the above mentioned applications and the Department's letter of 14 December 1989 which stated that the Secretary of State was minded to grant planning permission for a regional shopping centre at the application site.

2. I enclose for your information copies of correspondence received from, Messrs Montagu Evans, Kent County Council, ~~Dartford Borough Council~~, London Borough of Bexley, Messrs G L Mearns and Partners, Norwich Union Real Estate Managers Ltd, Gravesham Borough Council, Stone Parish Council, Southfleet Parish Council, London Planning Advisory Committee, London Green Belt Council, Wilmington Society, Bean Residents Association, North Kent Wildlife Preservation Society, Residents of Darenth Road, and two individuals.

3. If you wish to comment further, please reply within 21 days of the date of this letter.

Yours faithfully

Miss M Phillips
MISS M-PHILLIPS

D&H JW.



#

①
DWH Pl draws

Kent Technical Officers Association

Hon. Secretary:
C. Oliver, BSc(Hons), DMS, CEng, MICE, MBIM
c/o Dartford Borough Council
Civic Centre, Home Gardens,
Dartford, Kent DA1 1DR
Telephone: Dartford (STD: 0322) 343434



~~DWH~~ JW

~~inquiry?~~

John M Wilson
Sidney W Taylor

Director of Administration
Director of Operations

DARTFORD

Borough Council

Civic Centre, Home Gardens, Dartford, Kent, DA1 1DR.
Tel: (0322) 343434

Please ask for:
Direct Line (0322) 343

Your Ref:
My Ref:

Date:

DARTFORD

Borough Council

DWH

INTERNAL ONLY

Please ask for:

From: DEPUTY DIRECTOR OF ADMINISTRATION

My Ref: DDA/vh

To:

CHIEF EXECUTIVE
DIRECTOR OF ADMINISTRATION
DIRECTOR OF OPERATIONS
DIRECTOR OF FINANCE
DEVELOPMENT SERVICES OFFICER ✓
LEGAL SERVICES OFFICER

Your Ref:

Date: 28 MARCH 90

BLUE WATER PARK

With reference to my memo of 13 March, I enclose the Council's response on the representations made by other parties in this appeal.



DEPUTY DIRECTOR OF ADMINISTRATION

Enc.



MONTAGU EVANS
CHARTERED SURVEYORS

Premier House
44-48 Dover Street London W1X 3RF
Telephone: 01-493 4002 Fax: 01-491 1753
Fax: (Agency) 01-491 8019

Essex Office
43 Avenue Street Harlow Essex CM20 2JF
Telephone: 031-225 0541 Fax: 031-225 3411

Guernsey Office
The Victoria Building St. Andrew's Guernsey GY1 2PE
Telephone: 0471 204 0000 Fax: 0471 201 6441

London Area Office
11 Kingsway London WC2B 6TX
Telephone: 01-240 1444 Fax: 01-402 0396
Telex: 25374 MKWIEU G

J. Underhill Esq.,
Planning Department,
Dartford Borough Council,
Civic Centre,
Home Gardens,
Dartford,
Kent,
DA1 1DR.

Your Ref:

Our Ref:

LJE/JC/PD.1488

30th March 1990.

Dear Julian,

Blue Water Park.

I enclose a copy of the further representations we have today submitted to the DOE in respect of Blue Water Park. I should be grateful to receive a copy of your further reps. in due course. ✓

Yours sincerely,

Lynne Evans

LYNNE EVANS.

Enc.

Premier House
44-48 Dover Street London W1X 3RF
Telephone: 01-493 4002 Fax: 01-491 1753
Fax: (Agency) 01-491 9019

Edinburgh Office
43 Melville Street Edinburgh EH3 7JF
Telephone: 031-225 9541 Fax: 031-225 3677

Glasgow Office
216 West George Street Glasgow G2 2PQ
Telephone: 041-204 2090 Fax: 041-221 8441

London Head Office
11 Kingsway London WC2B 6YE
Telephone: 01-240 2444 Fax: 01-240 2356
Telex: 25374 MONTEVG

Miss. A. Phillips,
Department of the Environment,
South East Regional Office,
Charles House,
375 Kensington High Street,
London,
W14 8QH.

Your Ref:

SE2/5062/182/1
SE2/5062/219/15

Our Ref:

LJE/JC/PD.1488

30th March 1990.

Dear Madam,

Town and Country Planning Act 1971:
Planning Application by Blue Water Park PLC.
To Develop Western Quarry and Adjacent Land as
a Regional Shopping Centre.

We refer to your letter of 9th March 1990, enclosing copies of correspondence following the Department's letter of 14th December 1989 which stated that the Secretary of State was minded to grant planning permission for the above development. We have carefully read the further representations, and on behalf of the Applicant, we have the following comments.

A number of the representations, notably from the London Borough of Bexley and Gravesham Borough Council, advocate the reopening of the EIP into the Kent Structure Plan Second Review and Alteration. We do not consider it necessary or indeed appropriate for either the EIP or the Call-in Inquiry into the proposals referred to above to be reopened. Our reasoning is as follows:-

1. We do not consider that the submitted representations raise any new issues of principle which were not considered at either the Inquiry at length or the EIP or both.
2. There is no reason why the Secretary of State should not make a "strategic" decision following a Public Inquiry held pursuant to Section 35 of the 1971 Act. Indeed, with major applications he cannot avoid addressing strategic issues if he is to discharge his development control function. The criteria for call-in dictate that the application called in should raise issues of more than local importance. It is legally well established

that so long as the Secretary of State takes into account all proper matters, that is sufficient. The conjunction of the EIP and Inquiry procedures left the Secretary of State particularly well equipped to make strategic judgements.

3. Both Bexley and Gravesham advocate the reopening of the EIP.

(a) The function of an EIP is:

- (i) to inform the Secretary of State with regard to the issues which the Secretary of State asks the EIP to consider; and
- (ii) to afford the opportunity to people invited to attend that EIP to make representations during the course of discussions.

The Secretary of State has been fully informed on all relevant material issues if not by the Panel Report following the EIP, certainly as a result of the evidence put forward at the Inquiry. In so far as representations are concerned, all relevant arguments were put before the Minister either via the EIP or via the Inquiry or both. Those attending a Public Inquiry have a much better opportunity to be heard than at an EIP where the format is one of "probing discussion" rather than detailed forensic examination of issues. The fact that all parties have had the opportunity to put all relevant arguments and have them considered by the Minister is particularly true of Bexley and Gravesham.

- (b) The Panel Report following the EIP had regard to the relationship between the Development Control Public Inquiry and EIP processes and acknowledged specifically that more detailed evidence was to be made available on retail issues at the Inquiry. The Inspector at the Inquiry made no assumptions as to the approval of review policies but reported to the Secretary of State on the detailed evidence put forward and considered at the Inquiry. Both arms of the development control and strategic planning system were, therefore, working in unison and in the proper manner. The Secretary of State in reaching his decision had both his Inspector's Report and the EIP Panel Report before him and therefore the benefit of both general probing discussion and detailed forensic examination. He was in an unusually well informed position to arrive at his decision in relation to the Blue Water Park application.

- (c) One of the justifications put forward by Bexley and Gravesham for the reopening of the EIP was to allow alternative sites within North West Kent for a regional shopping centre to be examined. It is not the function of an EIP to conduct site specific examinations of the merits and demerits of locating particular proposals on particular sites. At the Inquiry, the Applicant put forward a study of alternative sites. Bexley and Gravesham had the opportunity to make representations in relation to that study but declined to do so. Nor did they suggest any alternative sites of their own for consideration. Indeed, the Inspector's Report records at paragraph 15.7 a comment made by Bexley's planning consultant, "a man with considerable experience in the area", during cross-examination that he "knows of no other site to suit development of the proposed type and scale, because of its size and locational requirements".
4. G. L. Hearn submitted representations on behalf of Clayform Properties Limited. Clayform submitted written representations to the Inquiry. The fact that Clayform has since the Inquiry instructed G. L. Hearn & Partners is no justification for allowing Clayform to extend or elaborate upon the case it then made. No argument has been raised by G. L. Hearn & Partners which could not have been raised at the Inquiry.
5. Bexley has drawn to the attention of the Secretary of State the confirmation by the John Lewis Partnership that it will not be proceeding with development proposals at Bexleyheath. That is a possibility of which the Inspector was aware and which was drawn to the attention of the Secretary of State in paragraph 84.10 of his Report.
6. Bexley and Gravesham make the point that the Secretary of State is apparently supporting a proposal in direct contradiction to his own policy advice in PPG6. First, it has to be remembered that the Secretary of State's decision, in this case, is against the background of Structure Plan Review and Draft Local Plan proposals to remove the site from the green belt. Secondly, the policies in PPG6 would be invalid if they did not allow for exceptions and, as the Secretary of State acknowledged in his interim decision letter, this is clearly an exceptional case.

In conclusion, we reiterate that the Secretary of State is considered to have acted perfectly properly with sufficient material before him to enable him to reach his decision and that there is no justification for reopening the EIP to consider further matters before a decision might be reached.

Yours faithfully,

Montagu Evans.

MONTAGU EVANS.

Bluewater, Kent

Access Manual

**Produced by
Joint Mobility Unit
June 1997**

Bluewater, Kent Access Manual

Contents

Section One

Mall Design Guide

Section Two

External Environment

Accessible Car Parking JMU Report 18/6/96

Bus Station Appraisal and Guidance 3/397

Shopmobility (draft report) 13/8/96

Lakeside Areas Draft Design Standard 7/4/97

Section Three

Internal Environment

Appraisal Comments Welcome Halls 13/11/96

Appraisal Comments Staff Accommodation 17/2/97

Appraisal Mall Areas and Welcome Halls 12/5/97

Bluewater, Kent

Access Manual

**Produced by
Joint Mobility Unit
June 1997**

Contents

Access Policy	Section One
Mall Design Guide	Section Two
External Features	Section Three
Summary of Appraisals	Section Four

Bluewater, Kent

**Mall Design
Manual**

Joint Mobility Unit
May 1997

Contents**Page**

1.0	Entrances	6
1.1	General Design Considerations and Approach	6
1.2	Highlighting of Entrance	7
1.3	Design of Automatic Doors	7
1.4	Door Widths	7
1.5	Manual Doors	9
1.6	Glazed Doors	10
1.7	Outward Opening Doors - Manual and Automatic	12
1.8	Lobbies	14
	Checklist	16
2.0	Communication and Information	17
2.1	The Importance of Communication	17
2.2	Reception Design including awareness training	17
2.3	Public Telephones	24
2.4	Text Telephone Systems	25
2.5	Alerting Members of Staff/Customers	26
	Tannoy and Public Address Systems	
	Checklist	28
3.0	Floor Finishes	29
3.1	General Consideration	29
3.2	Tactile Profile Surfaces	32
3.3	Corduroy Surface	32
3.4	Guidance Surface	34
3.5	Information Surface	36
3.6	Prohibitive Surfaces	36
3.7	Floor Finishes	37
	Terrazzo/marble	
	Paint	
	Linoleum and Vinyl	
	Carpets	
3.8	Static	38
3.9	Dirt Mats	39

3.10	Grilles for Trees and Planters	40
3.11	Unsuitable Materials	40
3.12	Surfaces in Children's Play Areas (external/internal) - Some Design Considerations	40
3.13	General Decor Considerations inc. dimensional information	43
	Checklist	44
4.0	Back of House Circulation	45
5.0	Lift Design	48
5.1	Lift Location and Internal Dimensions	48
5.2	Internal Finishes	52
5.3	Control Buttons	52
5.4	Emergencies	55
	Checklist	56
6.0	Project Rainbow	57
	Introduction to Use of Colour/tone contrast within interior design	57
7.0	Lighting Design Scheme	62
	Preliminaries and Basic Principles	62
	Visual Task Performance	63
	Adaptation	64
	Colour	64
	Natural Light and Glazing	65
	Artificial Light	67
	Direct/Diffuse Lighting	72
	Task Lighting	72
	Recommended Levels of Illumination	74
	Emergency Lighting	78
	Lighting Concept as prepared for Public Areas	80
	Checklist	83
8.0	Industrial Kitchens	84
	Servery Areas	91

9.0	Shower Design	93
	Controls	95
	Other fittings and fixtures	96
	Rails/seats	98
	Ironmongery	99
	Alarm System	99
	Switches	99
	Vending Machines	100
10.0	Access and Egress	101
	Egress	101
	Refuges	101
	Signage	103
	People NOT Familiar with Building	104
	People who will become Familiar with Building	104
	Specific Requirements for	
	People with Sensory Impairments	104
	People with Learning Difficulties	105
	Fire Points	105
	Stairs	106
	Routes involving Steps	106
	Large Auditoria	106
	Management of Egress from Large Auditoria	107
110.	Acoustics	109
	Reference Documents	111

Bluewater, Kent

Mall Design Manual

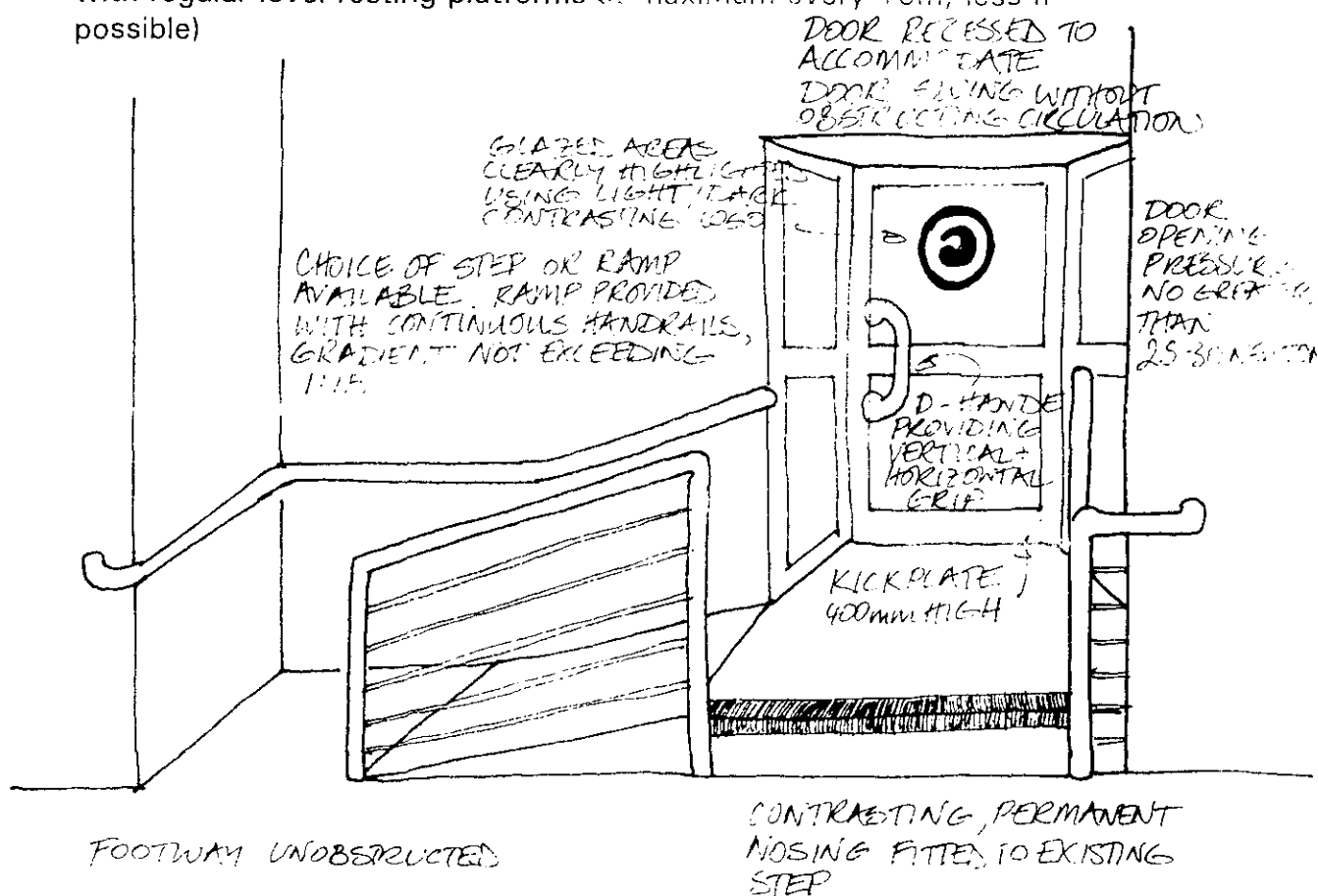
Joint Mobility Unit
May 1997

1.0 Entrances

1.1 General Design Considerations and Approach to Entrance

1.1.1 Entrances should be placed in a logical relationship with the routes that serve them.

1.1.2 The approach to the entrance should be level if possible. If stairs or ramps are required please refer to Joint Mobility Unit technical bulletins 'Staircases' and 'Ramps'. Where entrances/exits are not level, both steps and ramps should be available (some people, particularly those using walking frames, and people who cannot flex the soles of their feet, cannot use ramps). Ramp gradient should not exceed 1:20 (1:15 max. with regular level resting platforms at maximum every 10m, less if possible)



- 1.1.3 The approach should be adequately illuminated after dark. Lighting systems should meet British Standards and CIBSE (Chartered Institute of Building Services Engineers) guidelines.

1.2 Highlighting of Entrances

- 1.2.1 The entrance should be easily identifiable from its surround by effective use of landscaping, signage, colour/tone contrasting, features such as canopies, tactile surfacing etc. Canopies are valuable features at an entrance, but care should be taken to ensure that supporting structure, such as columns, is either incorporated into building fabric, positioned on a verge, or clearly marked at eye level with contrasting banding 75mm to 150mm in depth (standing eye level for an adult is between 1400mm and 1600mm above floor level)

1.3 Design of Automatic Doors

- 1.3.1 Entrance doors should ideally be automatic sliding doors. Automatic hinged doors are potentially dangerous unless the open edge is protected and doors are fitted with sensors to prevent them opening into pedestrian flow. Doors should not be propped or held open unless the leading edge is held flush against an adjacent wall or surface.
- 1.3.2 Revolving doors are particularly difficult to negotiate and their use should be avoided. If fitted, should be accompanied by adjacent automatic sliding doors or a side hung door

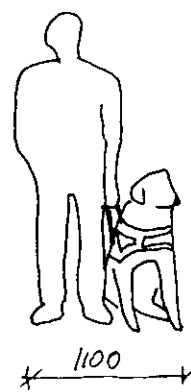
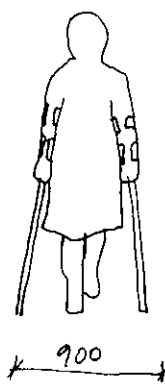
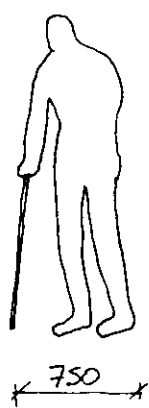
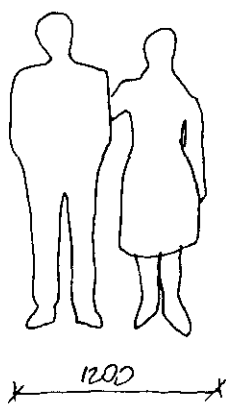
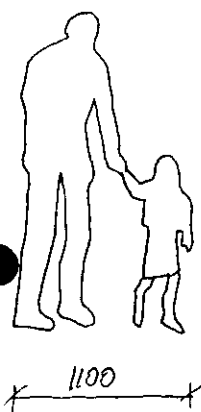
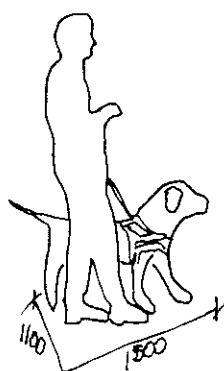
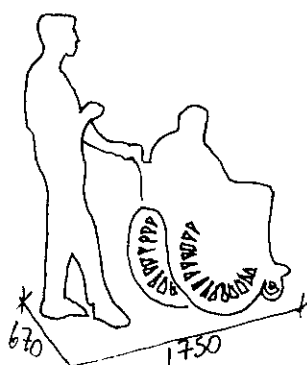
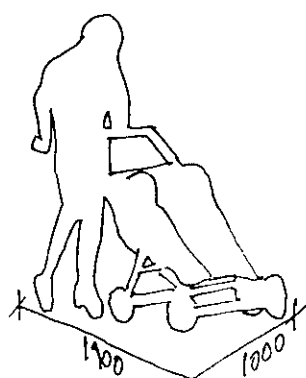
1.4 Door Widths

- 1.4.1 As far as doors in general are concerned, automatic or otherwise, there are a few features to consider. Door width should be wide enough to cater for all people who will be using that entrance. Some dimensional guidance follows.
-

Dimensional Information

Wheelchair user, w/out assistant
Person in wheelchair, plus assistant
Person using crutches/sticks/frame
Person using long cane
Person with sighted guide
Person with single pushchair

W900mm, L1140-1500mm
W670mm, L1750m
W900mm
W750-900mm, L1500mm +
W1200mm
W1000mm, L1900mm

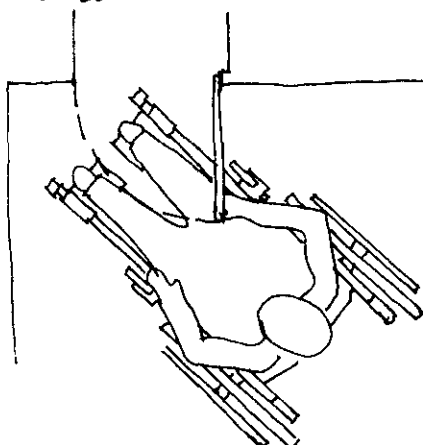


- 1.4.2 The entrance width should, if possible, be 1200mm to allow easy access for a visually impaired person accompanied by a sighted guide or guide dog.
- 1.4.3 Thresholds should ideally be flush or, if unavoidable, a maximum height of 13mm and rounded to reduce the risk of tripping.
- 1.4.4 Minimum clear width of opening should be 800mm for entrance doors (a 1m doorset will provide 850mm clear width). This dimension is recommended for internal doors. Minimum width of 800-830mm is suggested, rather than 750mm width in Part M, which may restrict access for some people.

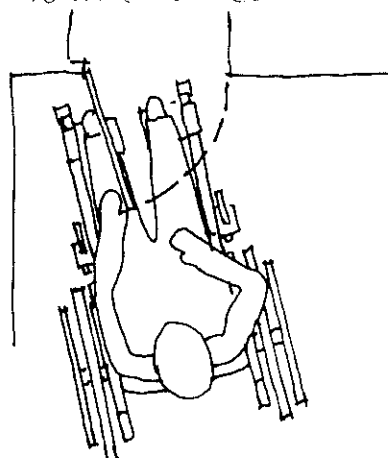
1.5 Manual Doors

- 1.5.1 Door opening pressure required should not exceed 25-30 Newtons, and door closers should incorporate a delay mechanism to allow people sufficient time to negotiate door width

DOOR OPENS TOWARDS
PERSON RESTRICTING
MANOEUVRING SPACE



HINGED SIDE FURTHEST
AWAY FROM PERSON
PROVING AMPLE SPACE
TO MANOEUVRE



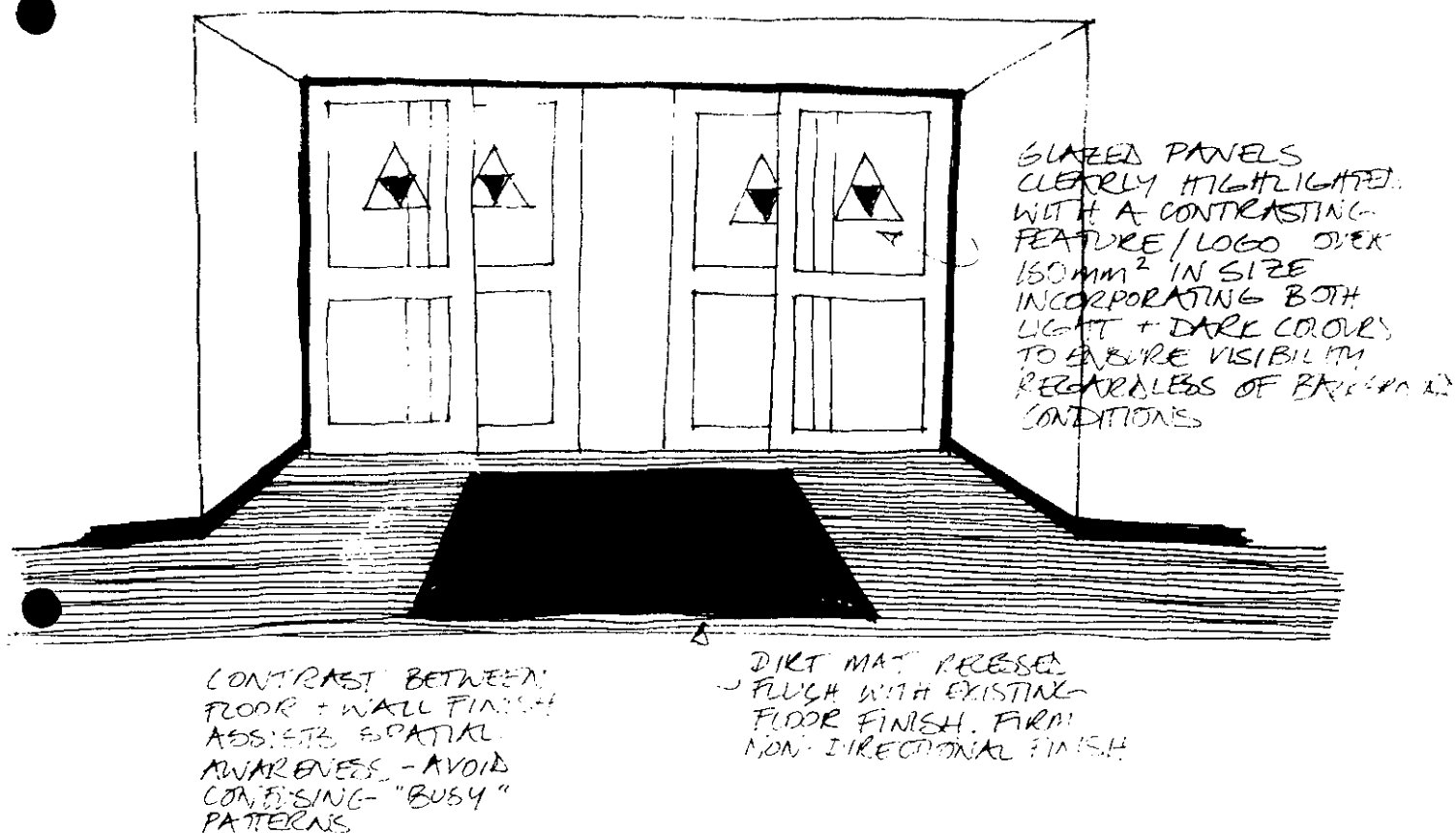
- 1.5.2 Where doors comprise two leaves (i.e. double doors), each leaf should be 800-830mm wide, so that people carrying large items, and people using wheelchairs do not have to open both leaves.
- 1.5.3 Manual doors should incorporate kickplates 400mm high to withstand impact of wheelchair footrest (this is especially important where doors are glazed).
- 1.5.4 Door furniture should be positioned between 900-1200mm above floor finish. Furniture should preferably comprise a contrasting finger plate on push side of door, and a contrasting, long (to be reached from all heights), angled (to assist people with limited wrist movement) handle on pull side. Door ironmongery should be manufactured from a material which is warm to touch and provides good grip, e.g. nylon or powder coating NOT polished metal
- 1.5.5 Where single leaf doors separate sections of corridor, a gap of 300mm min. should be provided between the leading edge of the door in the closed position and the corridor wall

1.6 Glazed Areas and Doors

- 1.6.1 Glazed areas, particularly doors should be highlighted with a contrasting feature or logo at least 150mm sq. in size, incorporating both light and dark colours to ensure visibility regardless of background conditions. In addition, glazed doors should incorporate a kickplate 400mm high to withstand impact of wheelchair footrests.

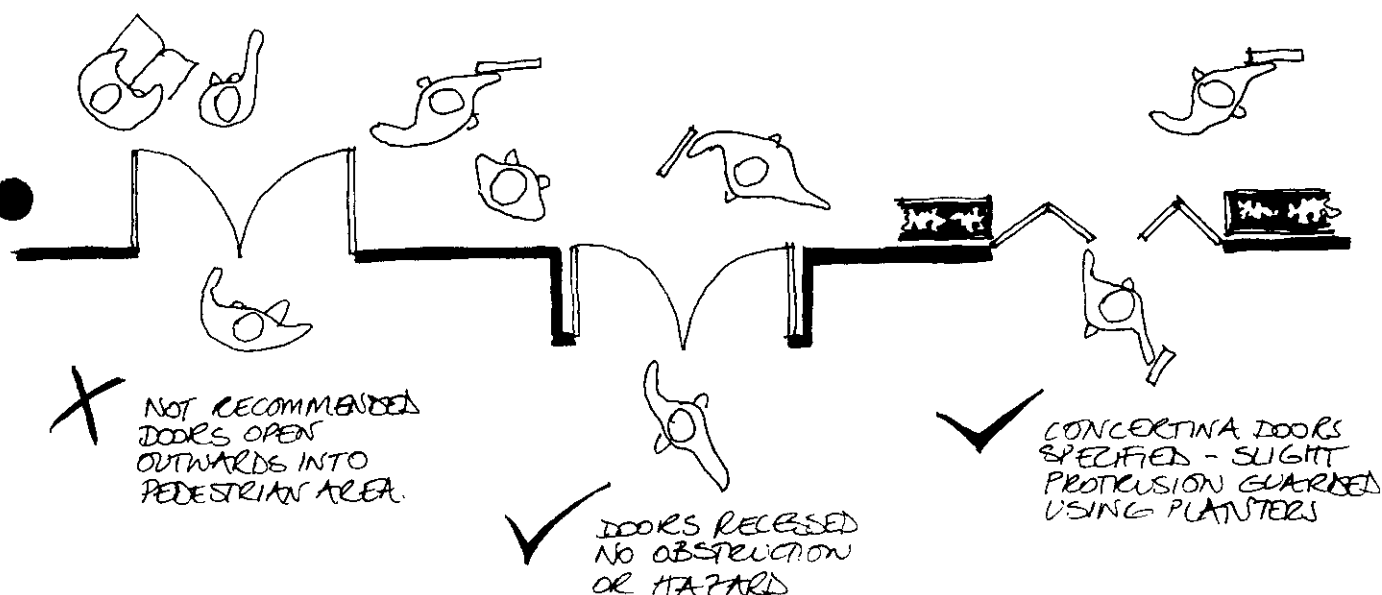
1.6.2 Substantially glazed doors and fixed glazed areas should be made visible by use of clear, colour/tone contrasting warning or decorative features that are effective from both inside and outside and under any lighting conditions, e.g. logo, of minimum dimensions 150mm by 150mm (though not necessarily square), set at eye level. For a standing adult, eye level is between 1400mm and 1600mm above ground level. Remember that children and seated persons will have a lower eye level, and the contrasting feature should be repeated between 850mm and 1000mm above floor level. Fixed glazed areas should have a supplementary contrasting, skirting across the bottom of the glass panel, preferably 400mm in height to withstand the impact of wheelchair footrests.

1.6.3 Glazed doors should be clearly differentiated from fixed glazed areas.



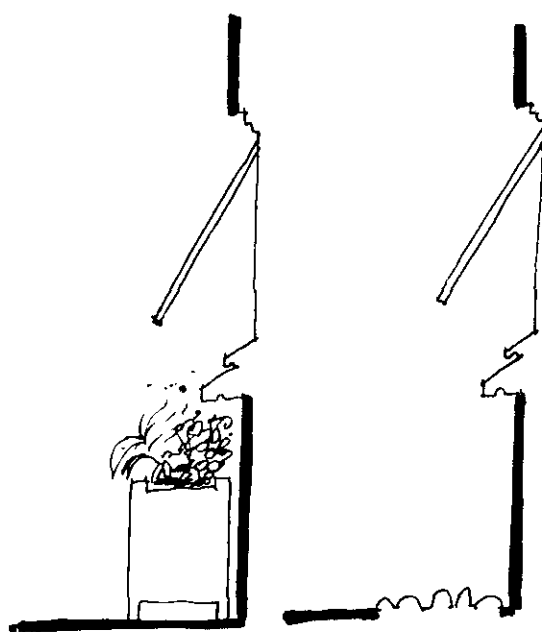
1.7 Outward Opening Doors - Automatic and Manual

1.7.1 As far as outward opening automatic doors are concerned, designers are urged to consider alternative specifications. For example, where there is no alternative (i.e. sliding) doors should open inwards. Side hung automatic doors can be problematic particularly for people approaching from an angle, and can be hazardous if the detector mechanism is not properly set or maintained. For this reason, automatic sliding doors, or concertina doors are recommended.



1.7.2 Recessing doors a door swing depth off pedestrian footway will also create sufficient space for a door to open outwards without obstructing footway. Automatic side hung doors should be fitted with a sensor so that doors will not open if a pedestrian is standing within the door swing area.

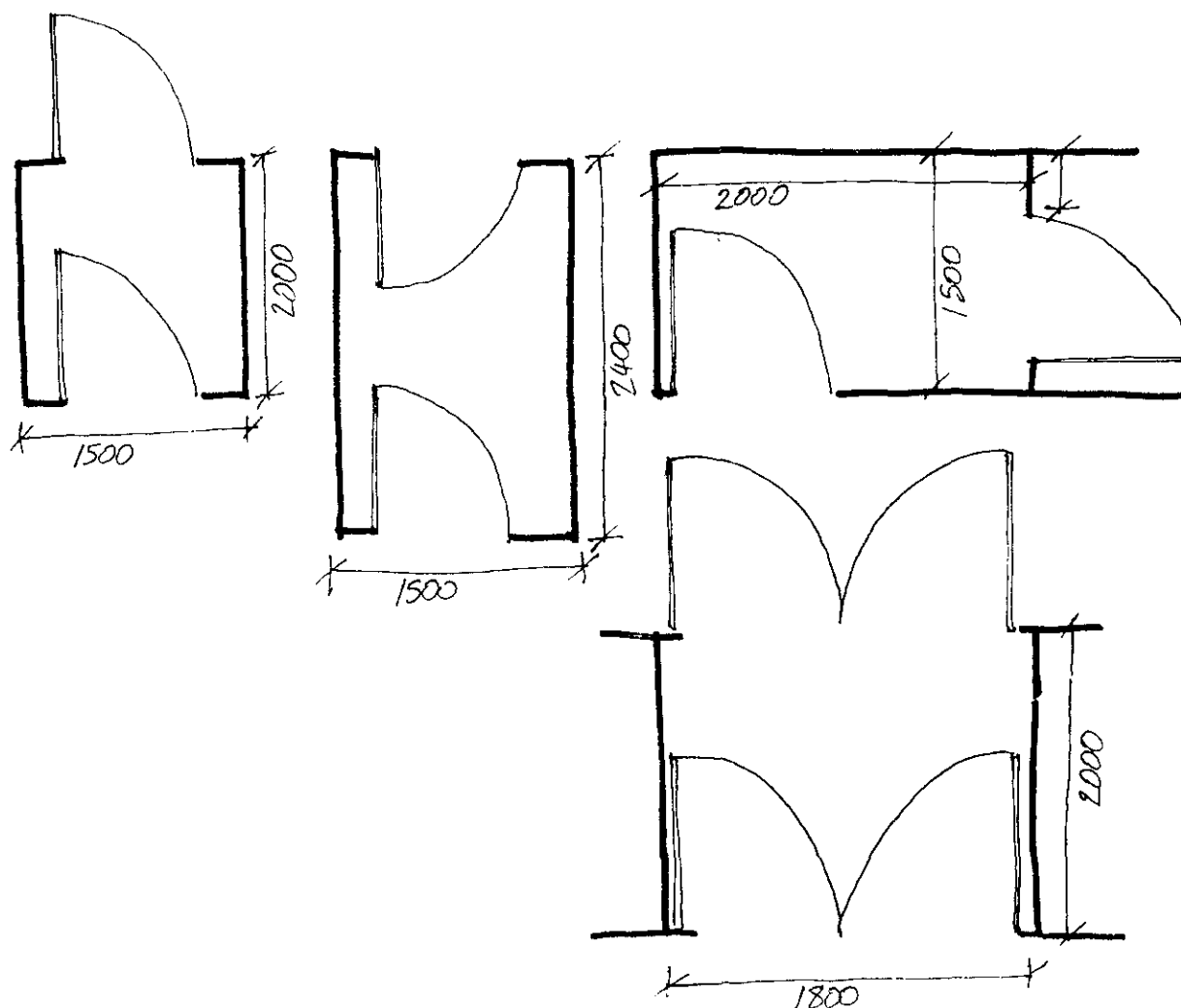
- 1.7.3 Installation of bars or protectors externally along building line can be as hazardous as the open door unless carefully designed. Where bars or protectors are installed, it would be preferable to angle people away from doors gradually along the approach, rather than installing a bar perpendicular to building line. Bars/handrails which might be approached end on should be designed so that the handrail is complimented by a lower rail, to ensure that the obstruction is picked up by someone using a long cane or guide dog (guide dogs and long canes will not pick up waist height obstructions)
- 1.7.4 It might be useful, for example, to discourage people from walking adjacent to the building line, perhaps by installing prohibitive surface (such as pebbles set in screed or specially designed angled pavers which discourage people from walking within this area - as suggesting in Approved Document Part M where windows open outwards at head level into pedestrian footway).



TWO POSSIBLE DESIGN METHODS TO OVERCOME HAZARD OF OBSTRUCTIONS ABOVE WAIST HEIGHT ON FOOTWAYS - USING PLANTERS OR PROHIBITIVE SURFACE TO DISCOURAGE PEOPLE FROM WALKING ALONG BUILDING LINE.

1.8 Lobbies

- 1.8.1 Where both doors open in the same direction, and doors are manual, lobbies dimensions should measure 1500mm(w)x2000mm(l). Where both sets of doors could open into lobby (i.e. of doors are mounted on two way hinges), lobby dimensions should be increased to 1500mm(w)x2400mm(l)



- 1.8.2 Threshold across door should be level, with appropriate drainage. Thresholds greater than 6mm may create a trip hazard, and thresholds greater than 10mm are likely to not only constitute a trip hazard, but will also impede access for people using wheelchairs and people with walking difficulties
- 1.8.3 Doormats should be flush with floor finish, and worn mats should be replaced. Rubber backed mats, placed on top of existing floor finish can still ruck and present a trip hazard, and should not be used. Coir dirt mats and mats with a directional weave, are not recommended, since they can impede access for people with walking difficulties and people using wheelchairs or pushing pushchairs.
- 1.8.4 There should be a lighting transition zone immediately within the entrance door to enable adjustment from a bright outdoors to a more dimly lit interior, or from a dark outdoors to an illuminated interior

Checklist

- ☐ Entrances are clearly signposted from car park areas
- ☐ Entrance is easily identifiable, through design
- ☐ Doors are automatic, sliding, of sufficient width to facilitate access
- ☐ Where doors are side hung, they are recessed, and are fitted with sensors so that doors do not open into circulation areas
- ☐ Manual doors incorporate contrasting easily operable ironmongery, and require an opening pressure no greater than 25-30 Newtons
- ☐ Doors incorporate good sized vision panèls (lower edge of panel no higher than 800mm above floor finish)
- ☐ Manual doors, particularly glazed doors are fitted with kickplates 400mm high
- ☐ Threshold is level
- ☐ Dirt mats have been installed flush with existing floor finish
- ☐ Lighting system provides a transition zone from external environment

2.0 Communication and Information

2.1 The Importance of Communication

2.1.1 Incidence of Disability Report (JMU Report 15/7/96) detailed nature of disability. Over 8 million adults in the UK have a mild hearing disability, with 0.08% of the population considered profoundly deaf. The Royal National Institute for the Blind estimate that there are over 1 million blind and partially sighted people in the UK, with a further 700,000 with a significant visual impairment, affecting ability to recognise people across the street or read newsprint. Amongst disabled people, 23% have some form of locomotion difficulty, although only the number of people using wheelchairs is estimated to be between 4% and 6%.

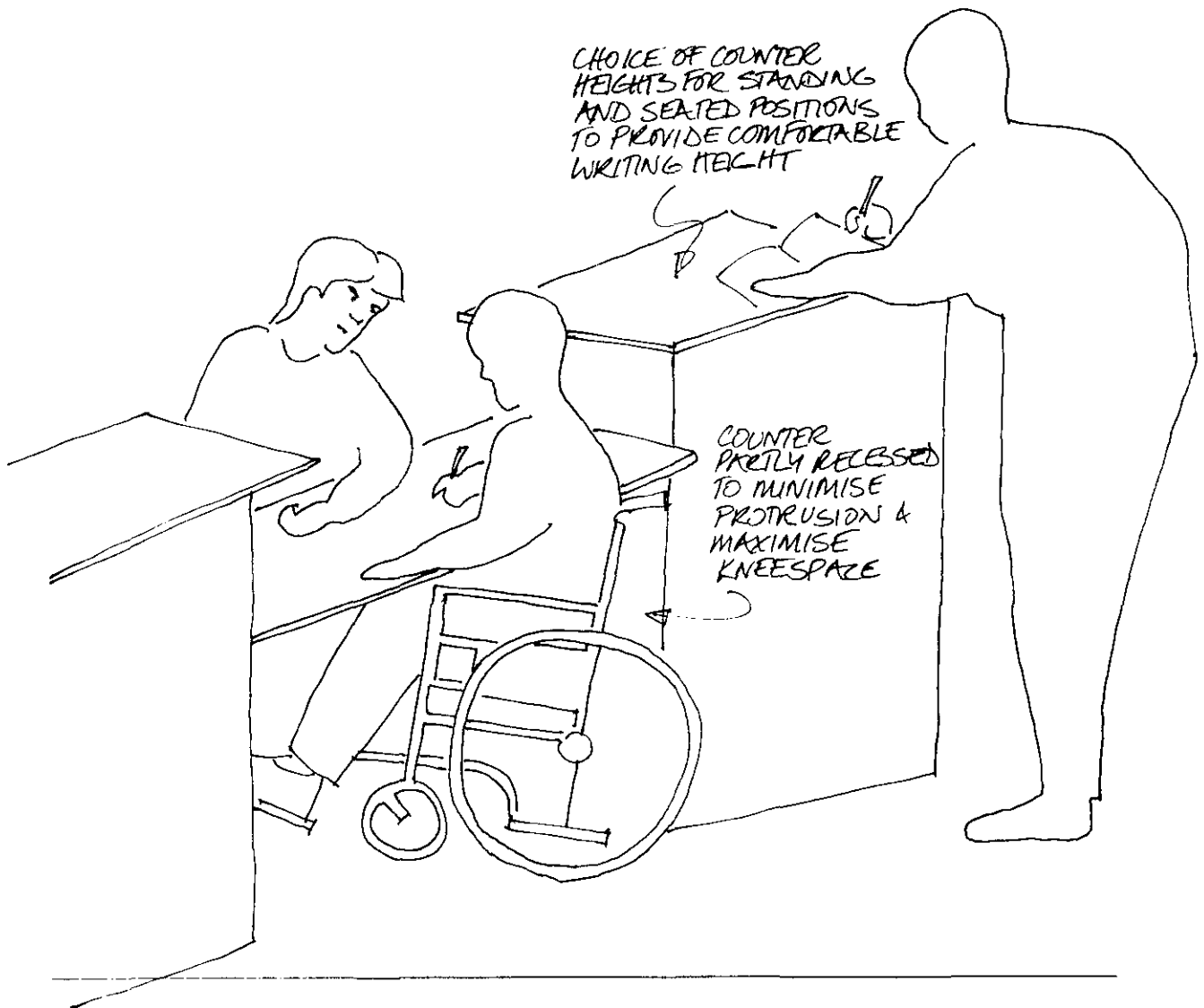
2.1.2 Communication is essential to accessibility, with social, cultural, safety and commercial implications. Communication is not simply a matter of providing the technical equipment required, but is part of creating a welcoming atmosphere, and ensuring a safe and accessible environment.

2.2 Reception/Information desks

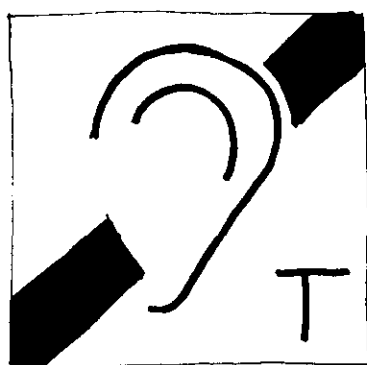
2.2.1 Awareness of staff is important. This usually involves attendance at a course. The objective of such courses is to provide staff with an insight into issues relating to people with various disabilities. Courses may involve an understanding of manual handling regulations, to assist during emergency egress, or hearing awareness training incorporating importance of using gestures and sight lines, perhaps including basic signing skills. Standard symbols are available, which can be displayed at counter areas, indicating that staff have received awareness training.

2.2.2 In order to be fully accessible a section of reception desk should be no higher than 800-850mm, unobstructed knee space underneath. To clear wheelchair armrests, minimum clearance beneath counter 750mm.

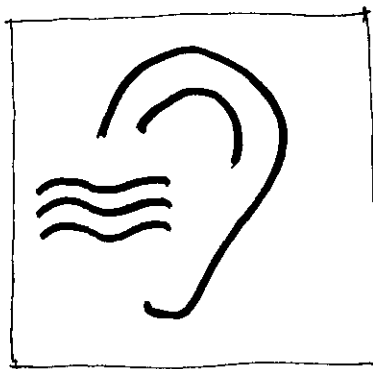
- 2.2.3 For standing adults, a counter height of between 1m and 1.2m is a comfortable writing height. Note that for security reasons, and for health and safety reasons, installation of lower counters has been discouraged. However, a lower section of counter must be provided, and since only a small section of counter will be lower, staff will be able to serve at standard height counters for the majority of the time - lower counter should not present a health risk. Security difficulties can easily be solved through design and fittings



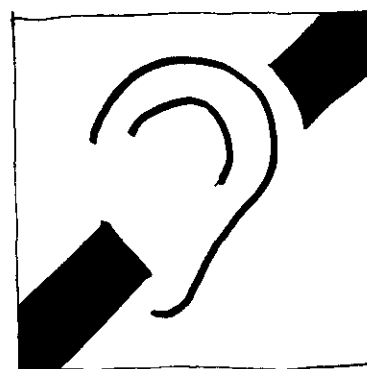
- 2.2.4 Counter loops can easily be installed at each counter, cost approx. £180. Symbol of ear with strike through and letter T should be clearly displayed



SYMBOL TO INDICATE
INSTALLATION OF
INDUCTION LOOP



SYMBOL TO INDICATE
INSTALLATION OF
INFRA RED SYSTEM



SYMBOL TO INDICATE
SYMPATHETIC HEARING/
HEARING AWARENESS

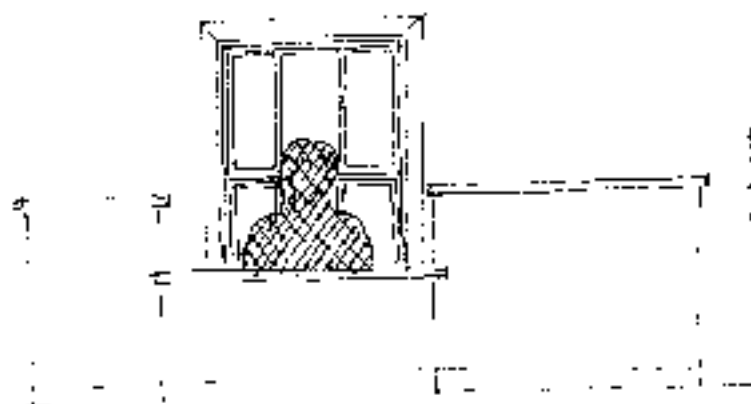
- 2.2.5 Reception desks should be strategically placed, preferably in clear view of entrance doors, well signed and easily identifiable by using materials that provide good colour and tonal contrast with the immediate surroundings (see technical bulletin 'Colour and tone contrast' for more information). It is useful to create a path leading to the reception desk using contrasting floor finishes (e.g. from carpet to vinyl). Changes in floor finish should be flush. Installation of a hearing enhancement system should be considered

- 2.2.6 Lighting should be positioned to illuminate the receptionist and the desk top without creating glare (see technical bulletin 'Lighting' for more information). Where feature lighting is used in the reception area, care should be taken to ensure that downlighting does not create shadows over the reception staff, obscuring facial detail and making lip reading difficult. Task lighting (an adjustable light fitting, preferably fitted with a compact fluorescent lamp) is useful for providing additional local levels of illumination in areas where people may have to fill in a visitors book or registration form

- 2.2.7 Reception desks should not be positioned in front of external windows, since this can silhouette reception staff, obscuring facial detail. Wall behind the desk should be a dark colour, to help define the receptionist's face and hands, therefore improving clarity of gestures for lip readers.



DOWNLIGHTERS - CAUSE
HARSH SHADOWS ACROSS
PEOPLE'S FACES OBSCURING
FACIAL DETAIL



EXTERNAL WINDOWS
BEHIND RECEPTION
SILHOUETTE STAFF
OBSCURING DETAIL



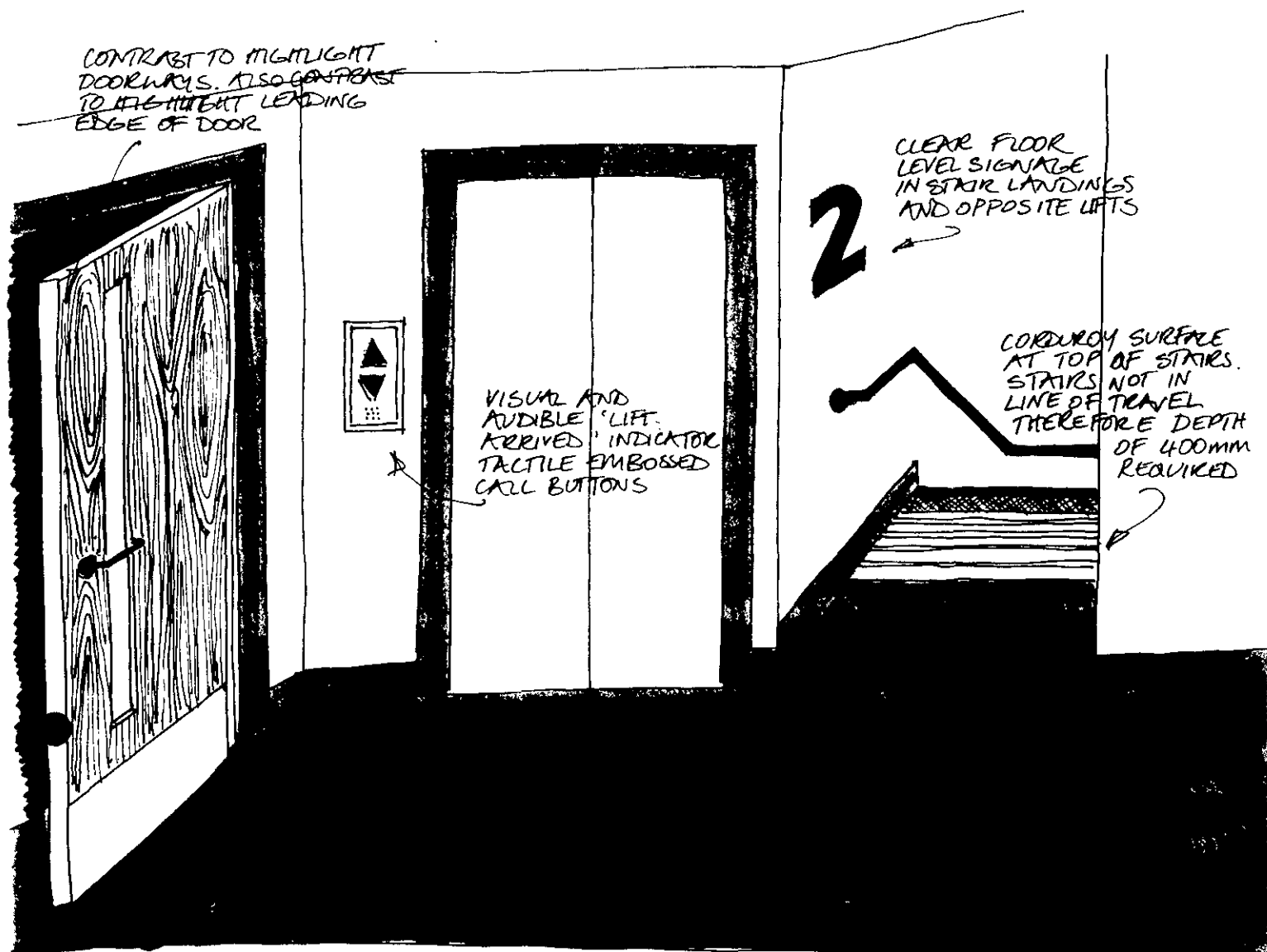
CLAR EXCHANGE
INDICATES INSTALLATION
OF LOOP SYSTEM AT COUNTER
DARK WALL FINISH BEHIND
STAFF HIGHLIGHTS GESTURES,
EVEN DISTRIBUTION OF
LIGHTING



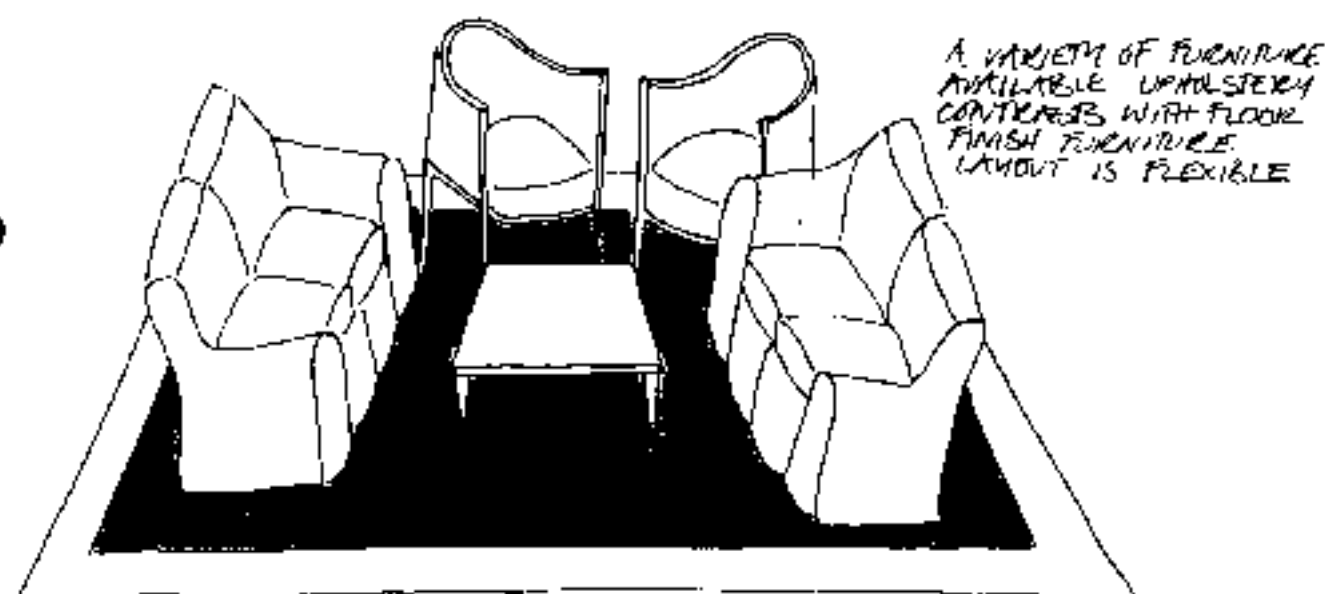
- 2.2.8 High gloss finishes should be avoided because reflections of both natural and artificial light can distort environmental images to an unrecognisable degree and can create glare
- 2.2.9 Any signs or information boards in the reception area should be appropriately designed (see 'Sign design' for more information).
- 2.2.10 Reception area acoustics should be carefully planned and controlled as a high level of background noise is confusing, distressing and disorientating to some people.
- 2.2.11 It is possible to provide a simple layout of any premises in the form of a combined tactile/visual map.
- 2.2.12 Large rooms can be a problem in terms of orientation and should be carefully broken down into smaller units by varying elements such as light fittings, furniture or floor coverings in different parts of the space. Effective use can be made of contrast between tones of floor finish and furniture, to assist location of items of furniture. Ambient noise levels should be kept to a minimum in open plan areas, by using sound absorbing materials, partitions etc.

2.2.13

Adjoining areas and services, such as staircases, lifts, toilets and entrances to office suites, need to be clearly identifiable from the reception area. Colour and tone contrast should be used around doorways.



- 2.2.14 Different types of furniture can identify different usages within an overall area, for example, easy chairs for waiting areas, upright chairs and desks for interview areas, and so on. Waiting areas should be recessed off the main circulation route, to prevent furniture becoming an obstruction. A selection of chairs, including some with arms, should be available



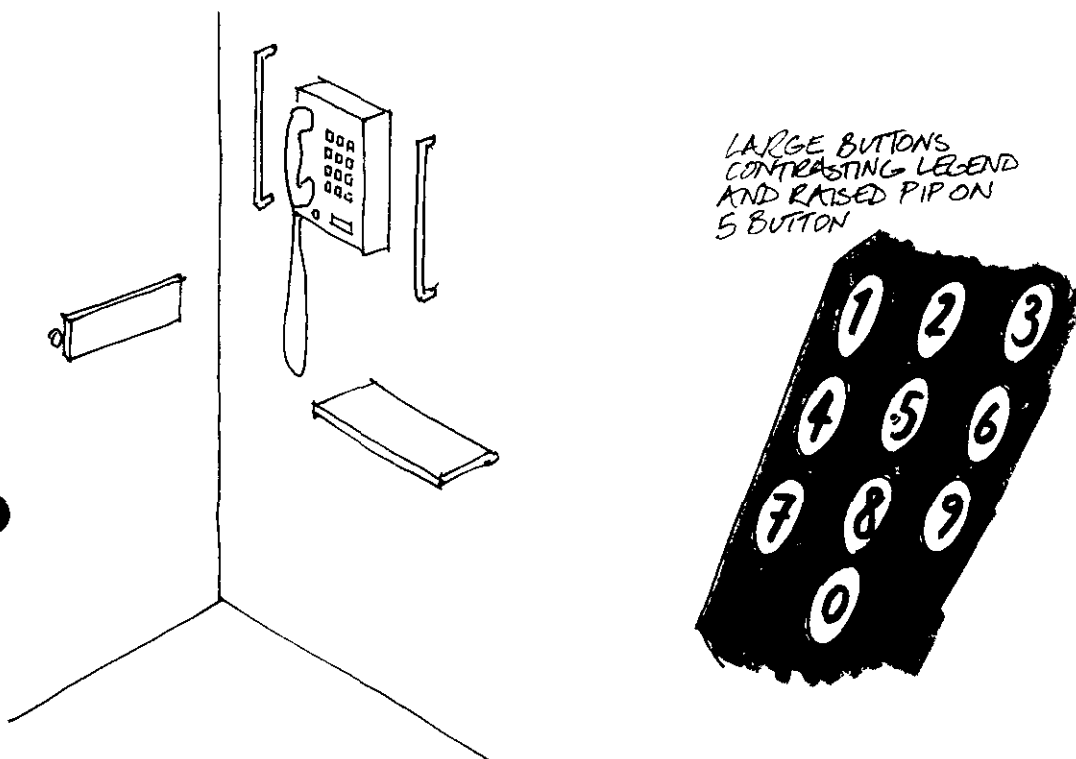
- 2.2.15 Research conducted at the University of Leeds tested the reactions of people with various disabilities to four types of seat: perch seat, flip-top seat, wire mesh seat and conventional timber bench. The perch seat was found to be least popular. Insecurity was felt to be the main problem with both flip-top and perch seating. Around half of the respondents involved in the research indicated a preference for arm rests. A seat height of around 580mm was considered acceptable

- 2.2.16 Furnishing should be selected so that it contrasts with the floor and the walls. Below knee-height items such as coffee tables are not recommended for use in public areas

2.3 Public Telephones

- 2.3.1 Public telephones should be clearly signposted. Telephones should be sited in areas where they will not create an obstruction. Where acoustic panels or hoods are installed, care should be taken to ensure that panels reach to floor level. With acoustic hoods, there is a danger that people using long canes or guide dogs will not pick up obstructions above waist height

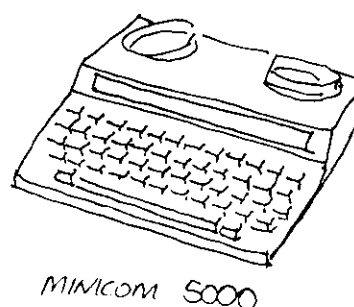
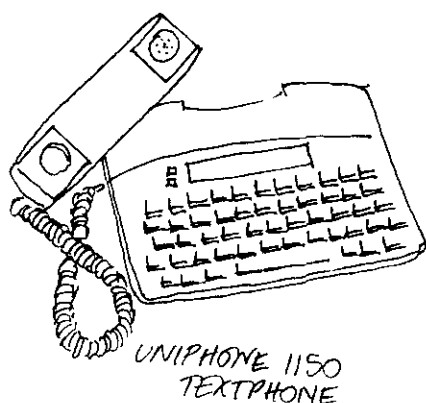
- 2.3.2 Telephones should be positioned so that top button is no higher than 1400mm above floor level, and card slot is no higher than 1200mm above floor level



- 2.3.3 Handsets should incorporate an inductive coupler. Cord linking handset to telephone should be no less than 750mm long.
- 2.3.4 Buttons should preferably be large, to assist people with limited dexterity, incorporating a raised pip on the 5 button
- 2.3.5 There should be an unobstructed space in front of telephone of 800mm minimum, preferably 1500mm sq. for manoeuvrability

2.4 Text telephones (Minicom, TDD)

- 2.4.1 A number of different systems are available, including public telephone systems, which incorporate a lockable cabinet containing the keyboard. Alternatively, systems could be available at designated reception desks. The unit allows two way text information transfer via the telephone line. Unit typically comprises a keyboard, with liquid crystal display showing typed message, and cups into which the handset fits. Text telephones cost between £280 and £320.

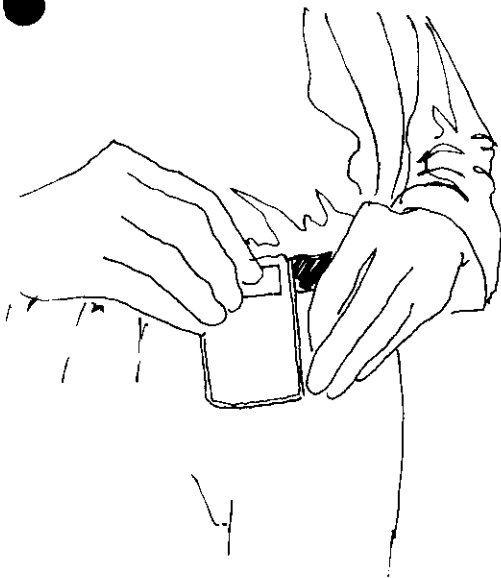


- 2.4.2 A dedicated telephone line is recommended. An alternative is to install a Micro Network Manager (available from RNID/Sound Advantage) which detects the type of incoming call (fax, telephone, text telephone) and routes call automatically to appropriate device.
-

- 2.4.3 Portable telephone amplifiers fit domestic and public telephone handset earpieces, incorporating volume control and inductive coupler. Each unit costs £25
- 2.4.4 A shelf for a portable (personal) text telephone should also be available at public telephone points. The shelf can also be useful for loose change and other items.
- 2.4.5 A number of public telephones should be located next to a seat, or a fold down or perch style seat, for ambulant disabled people. A fold down seat should meet the following criteria - min. 300mm deep, 650-700mm above floor level.
- 2.4.6 Telephone directories should be available.
- 2.4.7 Public telephones are available with volume controls, which can be useful

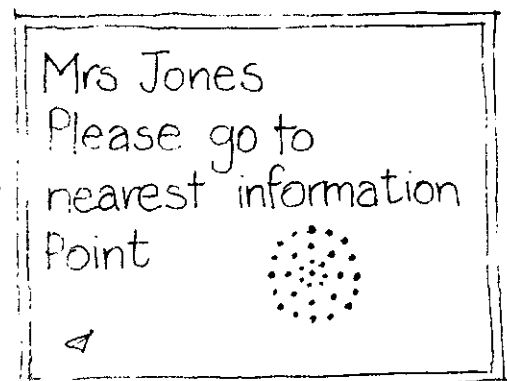
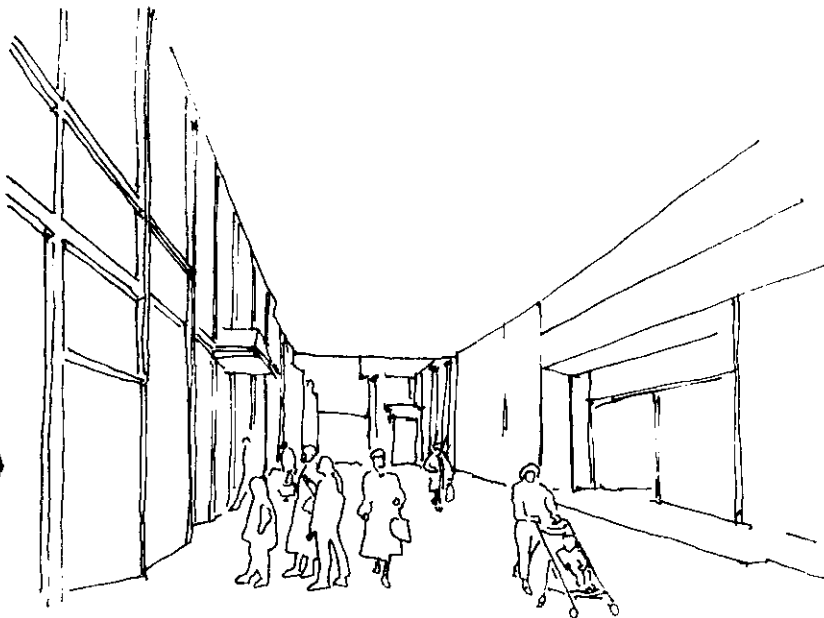
2.5 Alerting Staff/Alerting Customers

- 2.5.1 Tannoy announcements are frequently used as means of alerting specific members of staff, or parents who have become separated from children.
- 2.5.2 For staff, a system of pagers proves effective. Pagers can be used simply to alert staff (bleeper), or can incorporate visual text or audible output. Vibrating pagers are available to alert hearing impaired staff - these pagers are particularly suitable for noisy environments, where audible announcements may not be detected above background noise level. Vibrating pagers form part of an effective egress system - typical radio-frequency systems include Deaf Alerter, which operates on a protected radio frequency, covering a large area. Although it will not be possible, or indeed ethical, to identify customers with a hearing impairments, such systems are essential for staff, and such a feature could be advertised (anyone holding a compatible pager anywhere in country will be covered on site).



PAGER SYSTEMS ARE USUALLY PLACED IN A POCKET OR CLIPPED ONTO WAISTBAND. AS WELL AS VIBRATING, PAGER SHOULD PROVIDE A VISUAL OUTPUT DEPENDING ON ACTIVATION CODE (NOTE THAT FOR DIFFERENT MESSAGES THE PAGER VIBRATES AT DIFFERENT FREQUENCIES)

- 2.5.3 Clear assembly points should be established for separated children/parents, perhaps with a visual/audible announcement



VISUAL AND AUDIBLE INFORMATION PROVIDED

Checklist

- ☐ Reception/Information desk located in a logical relationship to entrance
 - ☐ A section of counter designed at accessible height (counter top no higher than 800-850mm), with standard height counter for standing adults
 - ☐ Installation of counter loop (MUST be installed by professional, since electrical items such as sockets, lighting etc. could interfere with operation of loop, and particularly quality of reception), and clear signage to indicate loop installed
 - ☐ Well designed lighting at reception
 - ☐ Clear, well designed signage in entrance area
 - ☐ Clear signage indicating location of public telephones
 - ☐ Telephones positioned so that coin slot/top button no higher than 1200mm above floor finish, with clear unobstructed space in front of telephone
 - ☐ Text telephones available, either at Information Desks, or lockable text telephone compartment below standard telephone unit (as installed at BAA Airports)
 - ☐ Advertisements - headed notepaper etc. to incorporate text telephone and telephone numbers
 - ☐ Means of visual/audible announcement for staff, and for separated parents/children and urgent messages for visitors
-

3.0 Floor Finishes

3.1 General Design Considerations

3.1.1 Wayfinding can be thought of as recognition of visual (or other) features whilst within an environment, and whilst actively engaged within that environment, and can be considered to be broken down into several stages of dynamic spatial problem solving:

1. Decision consideration → in order to reach a specific destination
2. Executing the decision → movement
3. Processing information received → environmental perception

3.1.2 People with visual impairments make many more of these dynamic decisions than fully sighted people. Almost all visually impaired people navigate by focusing mainly on the floor up to 1.5m ahead of travel. Floor finishes are important within the internal environment since it has been shown during research that people's actions are directly affected by the environment. Surfaces must provide adequate support, whilst paths provide a means of locomotion. Choice of floor finish is important since contact with floor finishes is an obvious means of imparting information to people with visual impairments, particularly since mobility is essential to a visually impaired person's social and professional independence.

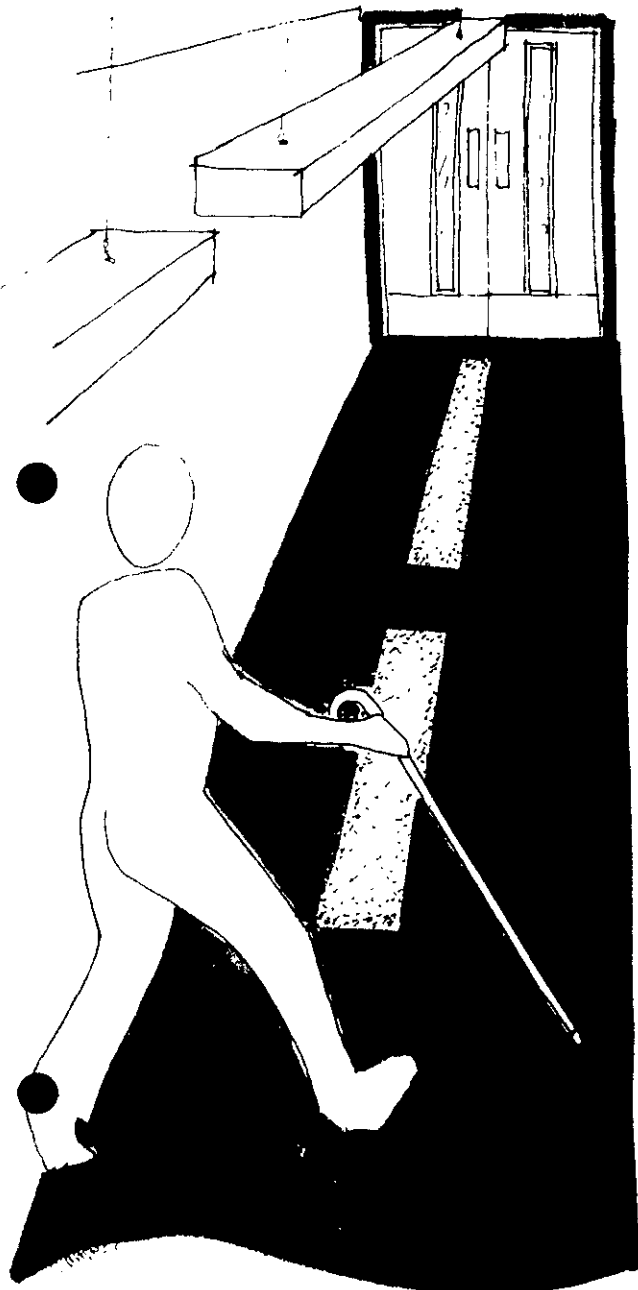
3.1.3 Floor finishes are not simply surfaces for footways, but can be used to impart much more information about surroundings. Floor finishes are one of the most common contributory factors to slipping, and therefore their design needs to be considered very carefully.

3.1.4 Floor finish should comprise a firm, smooth, matt surface.

3.1.5 Highly polished floor finishes should be avoided since they can not only be slippery, but they may 'look' wet, which can affect pedestrians' movement.

3.1.6 In addition, highly polished floor finishes will reflect overhead lighting (natural and artificial), causing possible discomfort from glare, as well as reflecting noise, which can be uncomfortable to people with hearing impairments, and disorientating to people with sensory impairments in general (high levels of background noise will disguise the more subtle orientation landmark sounds such as * trickling water, audible lift indicators etc.

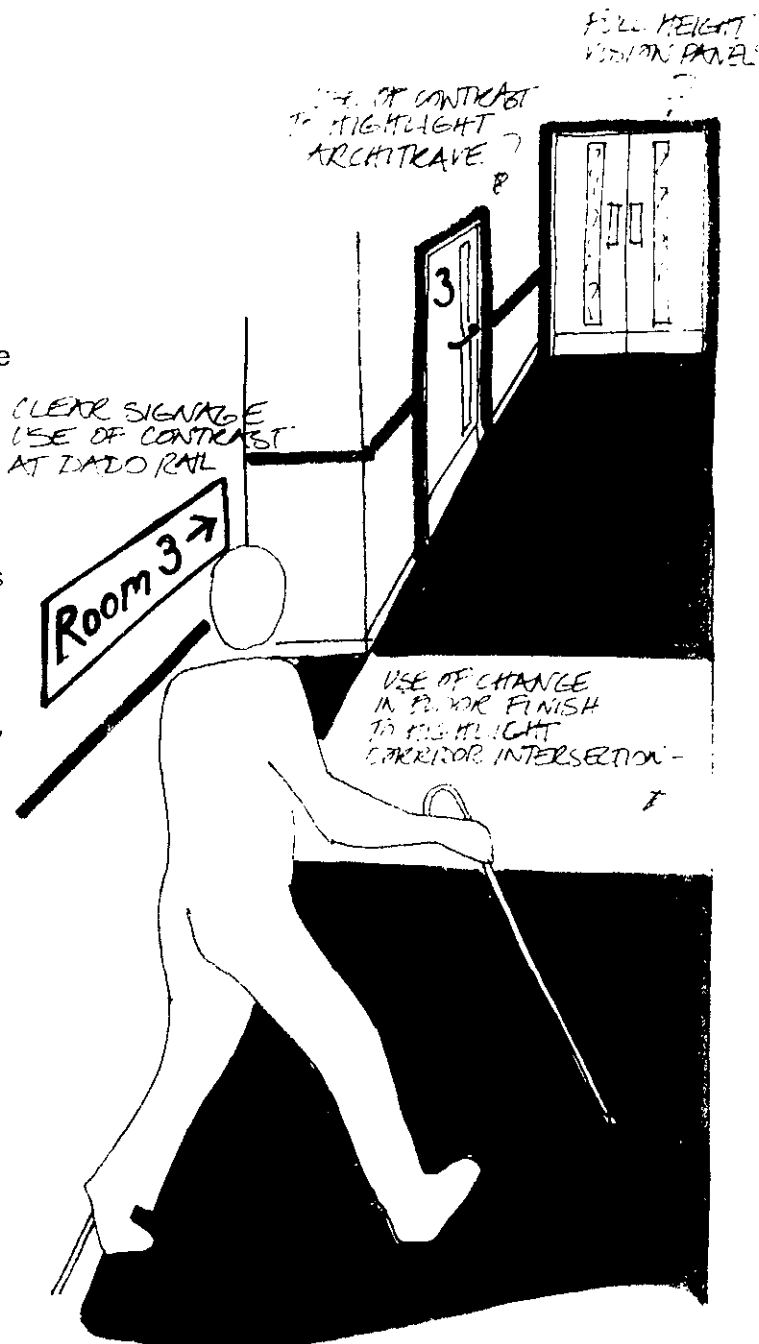
*information about use of water in internal environment will be covered during appraisal process, since this has particular health and safety implications



ALTHOUGH EFFECTIVE
CONTRAST BETWEEN FLOOR
AND WALL FINISH, POLISHED
FLOOR FINISH REFLECTS OVERHEAD
LIGHTING CREATING GLARE
AND VISUAL CONFUSION. FLOOR
MAY ALSO "APPEAR" TO BE WET.

3.1.7 Use of changes in floor

construction and floor finish can be exploited to give directional and orientation information. This is especially important in large open areas, where there may be little directional or orientation information for people to follow (very disorientating for people with visual impairments). Recognisable changes in decor are also important for egress reasons (as will be covered in another report). Wayfinding has been shown to be linked to peoples abilities to recognise a feature, rather than recall. If such features can be associated with a particular activity (e.g. egress route, entrance, eating area) this can assist - this is not suggesting, however, that all similar activity environments should be identical in decor, but rather that changes in floor finish should be used consistently if designed for wayfinding purposes.

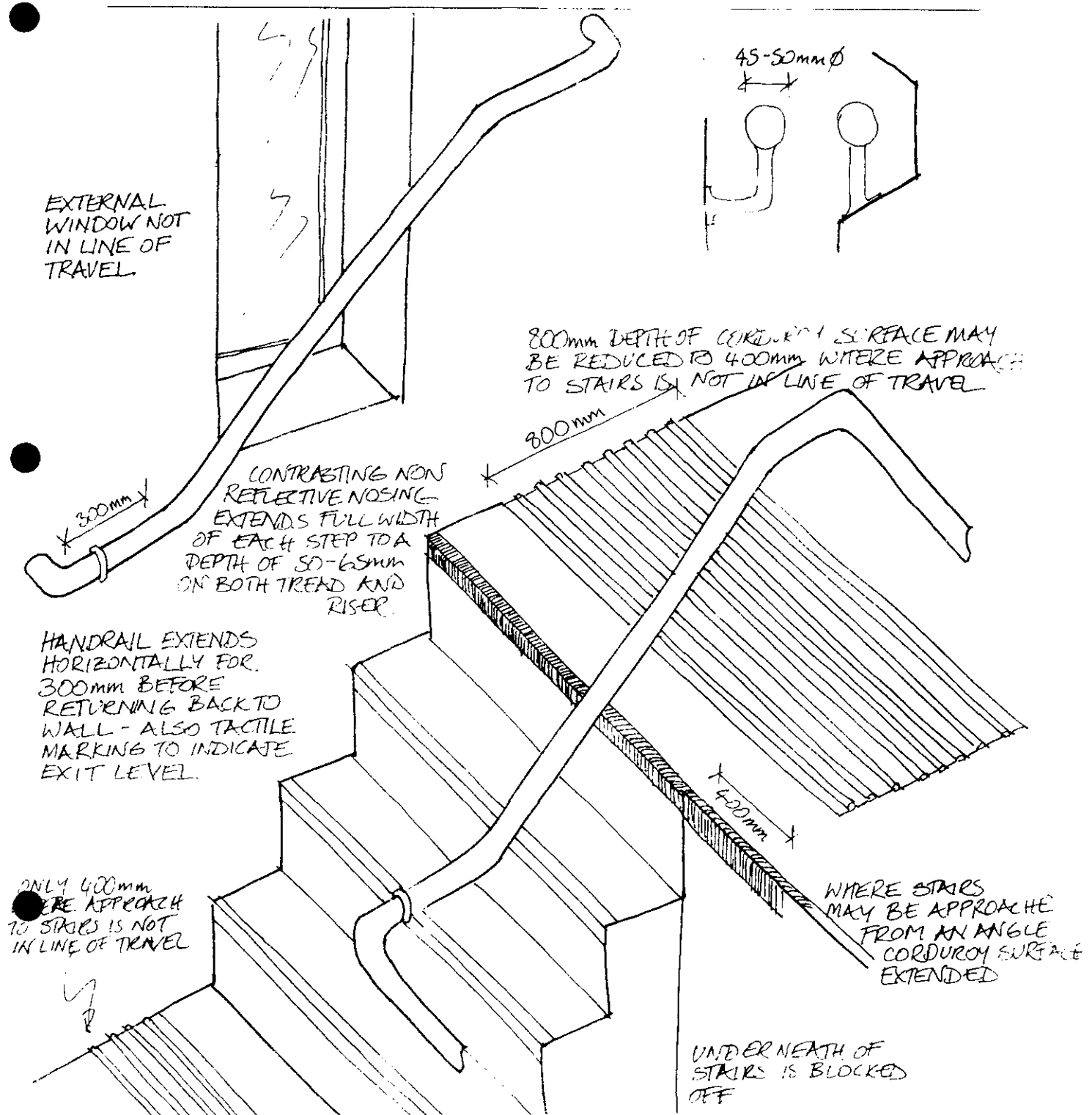


3.2 Tactile Surfaces

- 3.2.1 There are a number of profiles of flooring with specific meanings for people with visual impairments. these surfaces were developed through research by Cranfield University and the Transport Research Laboratory, and use of the standard profiles is commonplace in the external environment. A number of these profiles have a use within the internal environment. These profiles are standard profiles with specific meanings for visually impaired people, and can be used to compliment existing ideas regarding wayfinding and orientation.

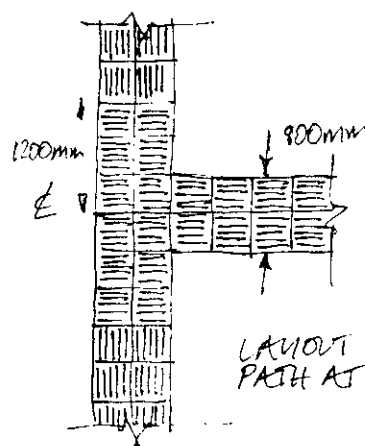
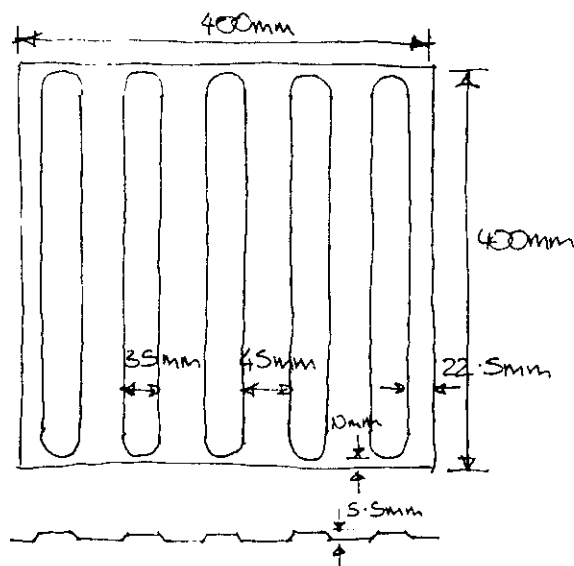
3.3 Corduroy Surface

- 3.3.1 Developed as a warning surface, intended for use at the top and bottom of stairs (Part M of the Building Regulations requires installation of corduroy surface at the top of new external stairs). The surface comprises a series of half ribs laid across line of pedestrian travel. The standard profile is available ready-made in vinyl (Treadalert, Gradus) or rubber compound (Rediweld) for insertion in a recess at top and bottom of flight (material is typically around 3-6mm thick depending on product). The surface has also be successfully created to meet the standard profile in a variety of materials including reconstituted stone and timber.
- 3.3.2 Surface should be laid in a panel 800mm by width of flight plus 400mm either side to allow for people approaching from an angle. Panel should be set back 400mm from top/bottom nosing. The depth of the surface can be reduced to 400mm where a positive turn is required to approach stairs



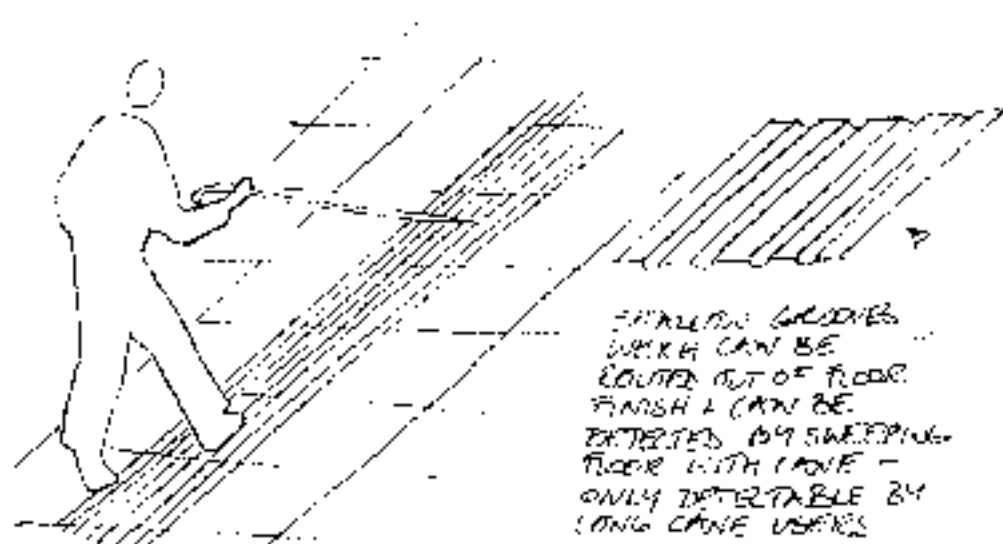
3.4 Guidance Path

- 3.4.1 Comprises a series of long flat ribs in line of travel. Surface is available ready-made in paver form for external use, and rubber compound for internal use. The profile could also be created in a variety of finishes for a bespoke area.
- 3.4.2 Advantages of path include provision of direction guidance for orientation, including being able to guide people around obstacles. Layout is site specific, but guidelines are as follows.
- 3.4.3 Surface should be 800mm wide, and should be as straight as possible, leading people along a safe unobstructed route. Ideally, there should be an unobstructed space of 800mm either side of guidance path. In busy shopping centre/high street environments, a distance of 2m from building line to guidance path is recommended



LAYOUT OF GUIDANCE
PATH AT A T-JUNCTION

- 3.4.4 Where a right angle turn is necessary, surface should be installed so that bars run across line of travel for 1200mm before turn. A distance of 2400mm is recommended before a T junction. Obtuse angles and bends are not recommended, since they may be difficult to follow unless very carefully designed
- 3.4.5 One interesting alternative to this guidance path may be a grooved surface (indented rather than raised), designed to be followed using a long cane to scan (gives a rippling texture when scanned, providing directional information). This surface cannot be felt underfoot
- 3.4.6 Possible alternatives include simply a detectable change in floor texture, or contrast to form a path - however it is important to take into account possible visual confusion

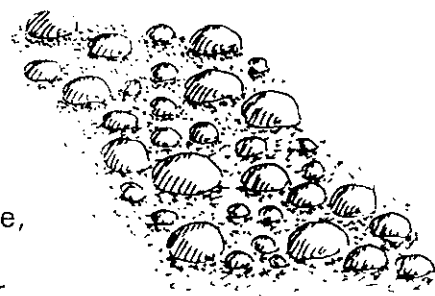


3.5 Information Surface

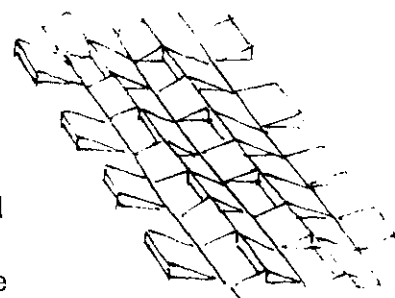
- 3.5.1 Designed to help people locate amenities such as ticket offices, kiosks, information offices etc. Surface does not comprise a raised profile, unlike the other standard profiles, but comprises a neoprene type finish, which is a firm finish, but detectable softer underfoot (negotiable by people using wheelchairs and pushchairs).
- 3.5.2 Layout is site specific, but surface should be laid so that it is flush with existing floor finish, and should extend across full width of amenity or for 800mm, whichever is greater. However, surface should not extend beyond width of amenity where amenity is an entrance or ticket office

3.6 Use of Prohibitive Surfaces

- 3.6.1 In areas where protrusions or features could present a hazard to pedestrians, particularly those with visual impairments, prohibitive surfaces can be used to discourage people from walking too close to obstruction/protrusion (may, for example, be a sculpture, with a protruding arm or feature, which would not normally be picked up by someone using a long cane or guide dog, or may not be noticed in a crowded environment). Prohibitive surfaces simply comprise varying degrees of aggressive floor finish, typically pebbles set in concrete screed, or angled brick pavers or similar.



- 3.6.2 Where floor features are used (for example, channels of water linking lakes) which could be sufficiently wide and deep to trap an ankle or trip an unsuspecting customer, glass covers could be used to maintain effect, but create a safer environment. Another alternative could be some form of clear mesh (very fine, and strong to take body weight), which would allow some sound transmission. Such features should not, however, be visually confusing



3.7 Floor Finishes

This section covers some of the more commonly used floor finishes, highlighting some of the associated problems encountered by pedestrians, and ways of solving these problems through careful specification

Terrazzo and Marble

- 3.7.1 Traditionally specified for high traffic areas, because of hard wearing and easy clean properties. However, these surfaces can be particularly slippery when wet, either after cleaning, or during inclement weather, especially in entrance areas. In addition highly polished surface finishes tend to create strong reflections of both surrounding lighting and sound, which can be disorientating and uncomfortable.
- 3.7.2 A honed, slightly rougher finish will not only provide a more matt surface finish, but will also improve slip prevention. Slip prevention can further be improved by incorporating carborundum material within floor finish. Floors can still be cleaned to the highest standards, but will not be highly polished.
- 3.7.3 It is possible to float floors or to use a sound absorbing material, such as rubber compound, under hard floor finishes, which helps to absorb noise
- 3.7.4 Where tiles are used, tiling should be regularly checked for displacement or cracking. Any displacement of 10mm or greater, whether horizontal or vertical, is likely to lead to a trip hazard
- 3.7.5 Impact of floor finish should also be considered. Since flooring will be designed to reduce slipping and tripping, the likelihood of slipping due to floor finish will be minimised. In the event of someone falling, however, impact of floor finish should be considered, to minimise injury, particularly for older people and children

- 3.7.6 Surface finishes should also be designed to minimise fatigue. This important for staff, as well as for the public including people with disabilities.

Paint

- 3.7.7 Commonly used in back of house storage areas to seal concrete. Non slip paint material should be used. Epoxy resins, with or without fibre glass, should be designed to give a matt, non slip finish.

Linoleum and Vinyl

- 3.7.8 Reduction of dust and easy clean properties can be advantageous to allergy sufferers. Matt non slip surface finishes should be specified

Carpets

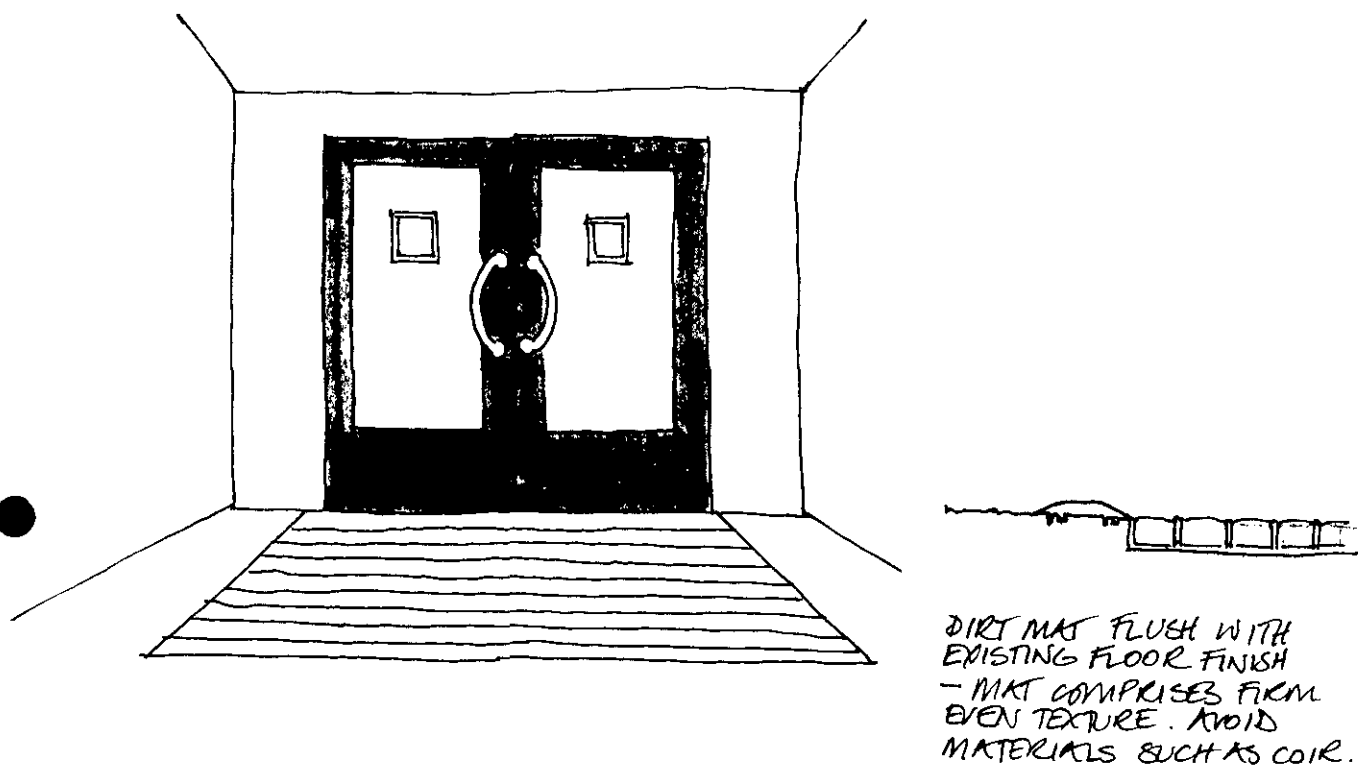
- 3.7.9 Short pile, commercial quality carpets are suitable, providing carpets woven with a bias weave are not used since these can affect the control of wheelchairs. Deep pile carpets with thick underlay should be avoided since they can hinder not only people using wheelchairs and prams/pushchairs, but can also create a trip hazard (stiff pile when new)

3.8 Static

- 3.8.1 Many companies, such as Tufton, now manufacture carpets which help to reduce static. In the event of a fire, low smoke development and emissions mean that corridors (for example from management suites) will be clearer for longer. Related to this (discussed in egress section) is provision of low level, perhaps skirting level, lighting for egress purposes.

3.9 Dirt Mats

- 3.9.1 Coir matting should be avoided in use as a dirt mat (surface finish tends to deflect the wheels of wheelchairs, pushchairs etc. making them difficult to control).
- 3.9.2 Provision of dirt mats recessed into matwells is helpful - not only can they reduce the amount of water transferred to floor finish (reducing slipperiness), but can also provide orientation information (change in floor finish), in addition to other orientation features (such as change in air temperature close to entrances etc.)
- 3.9.3 Dirt mats should be firmly fixed, to avoid slipping, and surface finish of mat should be level with existing floor finish. Worn mats should be regularly replaced. Mat should comprise a firm, close texture e.g. mats manufactured by CS Group, Jaymart



3.10 Grilles and Insets for Trees

- 3.10.1 As will be covered in another section, location of planting should be carefully considered, not only to provide maximum benefit (solar shading, air quality etc.) but also to minimise hazards (potential obstruction, overhanging and overgrown foliage, drainage grilles etc.).
- 3.10.2 Grilles should be designed so that are positioned off the main line of pedestrian travel. Changes in floor finish around planting areas may be appropriate, but the grilles themselves should be designed to minimise risk of trapping heels and cane tips. Spacing between grille bars should be less than 10mm, and grille should be completely level with surrounding floor finish to avoid creating a trip hazard (unless, of course, planter is raised above floor finish, creating a kerb). Similarly, air vents, if through floor heating/ventilation is used should be designed to meet this spacing.

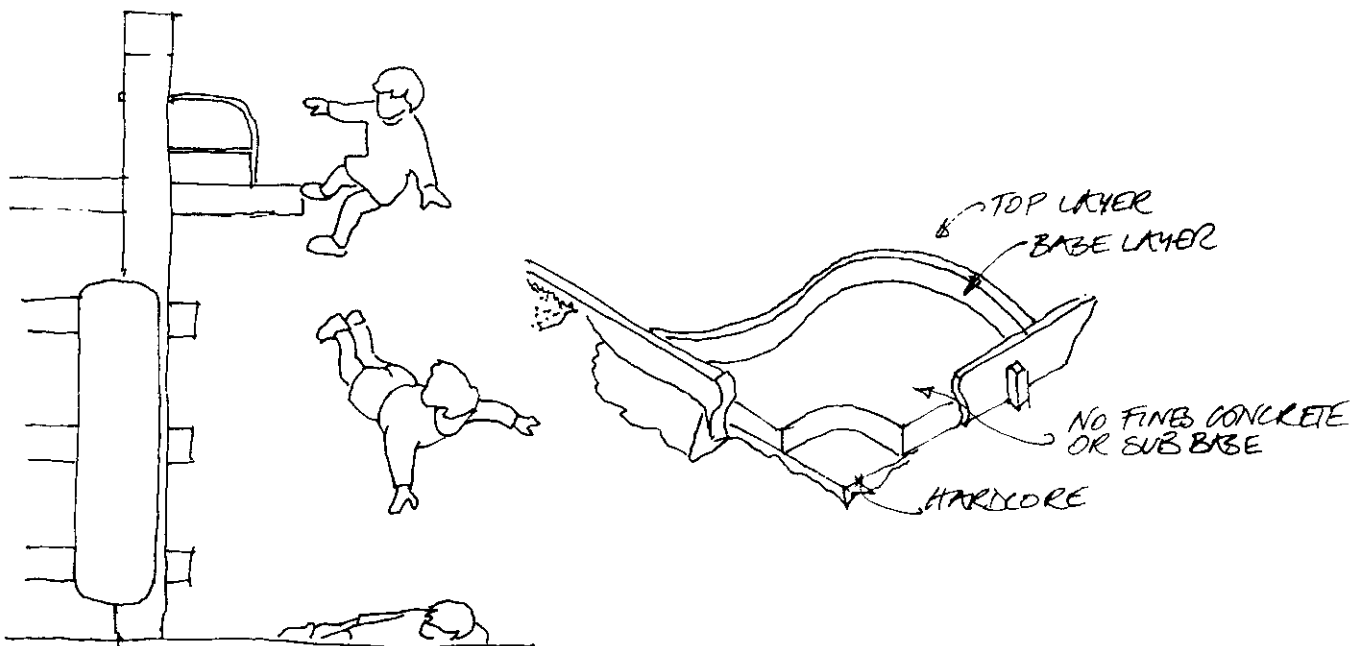
3.11 Unsuitable Surface Materials

- 3.11.1 Any material which is not firm and even may be difficult to negotiate. Materials such as loose gravel are not recommended - difficult surface for people using wheelchairs, people with walking difficulties or visual impairments, or people using push chairs to use effectively as a footway surface finish. Use of loose infill materials in particular can be hazardous, especially around planting areas (gravel, bark chippings etc.) since these can easily be kicked out of place or across footways.

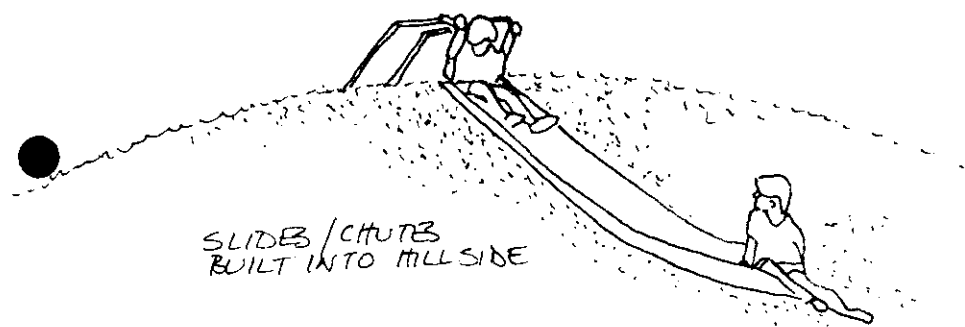
3.12 Floor Surfaces for Children's Playgrounds (External/Internal) - Some Design Considerations

Please note that design guidance covering children's play areas will be covered in separate guidance on request - the information in this section related solely to floor finishes

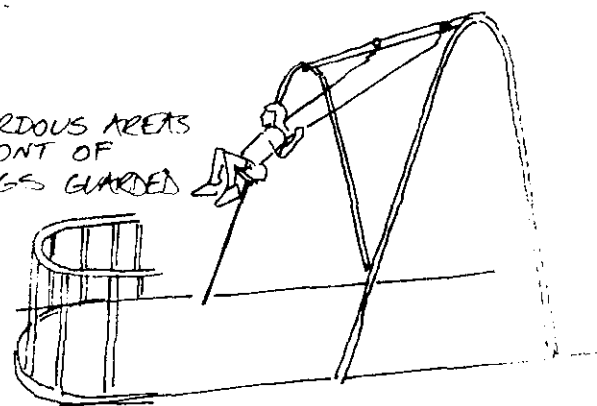
- 3.12.1 In the US, a survey into playground injuries conducted by SCIPP highlighted that three quarters of all injuries (reportable to hospital) were caused by falls, either from equipment, through play or tripping.
- 3.12.2 Wherever possible, equipment and areas should be designed to minimise risk of injury. This risk cannot be eliminated completely, but it can be controlled. Wherever possible, minimise risk of falls, either using topography (building slides into hills) or cushioning surfaces. Handrails can provide support and reassurance over difficult terrain. It is especially important to check timber equipment for splinters etc. since many visually impaired children rely heavily on touch and support



- 3.12.3 Different ground surfaces can be used to provide children with information about their location within the playground, for example changing from path to grass to sand etc. Softer surfaces such as impact-absorbing tiles and wet pour surfaces can help to define specific areas, as well as meeting relevant national playground standards. Tiles are available in a variety of thicknesses to meet a number of Critical Fall Heights, and can be produced in many different colours. Loose fill substances are not suitable, since they not only restrict accessibility, but they can also be kicked out of place more easily, and will not provide sufficient protection.



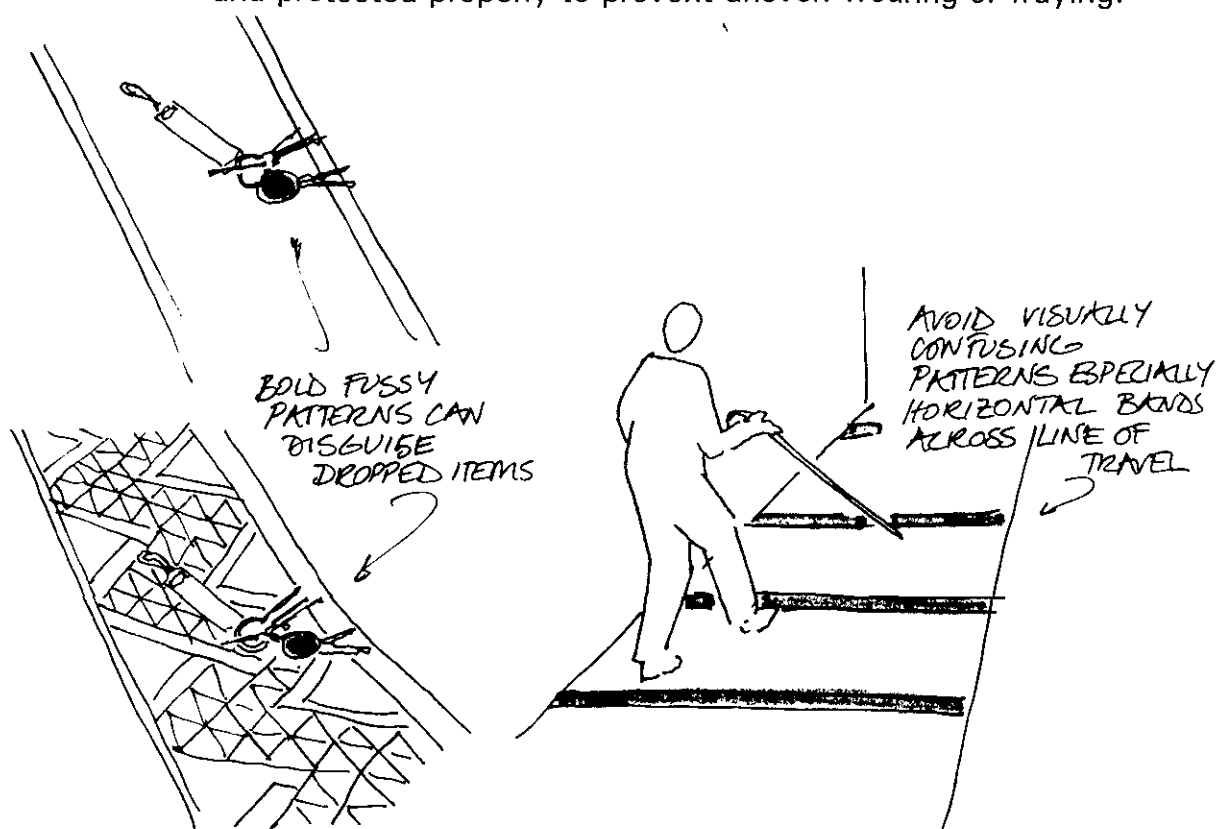
HAZARDOUS AREAS
IN FRONT OF
SWINGS GUARDED



WHERE TIMBER IS
USED, RUNGS MUST
BE NON-SLIP AND
SHOULD BE REGULARLY
CHECKED FOR
SPLINTERS

3.13 General Decor Considerations

- 3.13.1 Corridor width should be a minimum of 1200mm, preferably wider, to allow people to pass each other easily.
- 3.13.2 Patterned surface finishes should be carefully selected. Bold, fussy patterns should be avoided, since such finishes could disguise dropped items, as well as creating not only visual confusion, but problems for migraine sufferers. Patterns should be subtle or self-colours selected. Striped patterns in particular can cause visual confusion, since they may resemble the contrasting nosing on step edges.
- 3.13.3 Changes in floor finish from one surface to another must be flush, and protected properly to prevent uneven wearing or fraying.

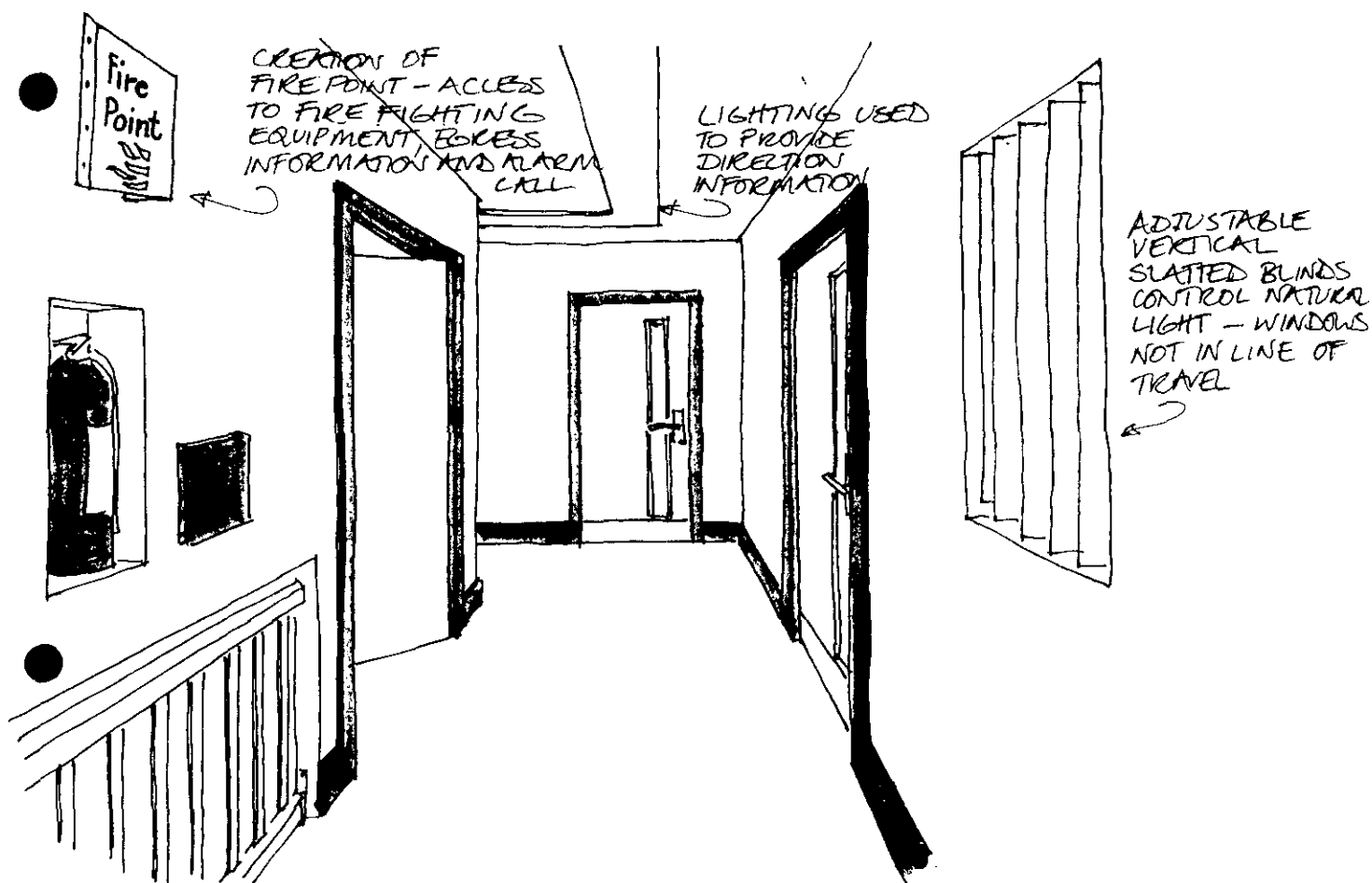


Checklist

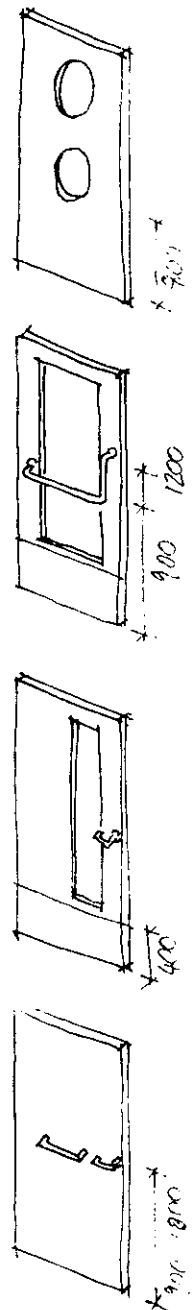
- ☐ Firm, even floor finish
- ☐ Non reflective, matt surface (especially important for terrazzo and marble tiles)
- ☐ Use of changes in floor finish to provide information
- ☐ Use of standard profile tactile surfaces where necessary
- ☐ Obstructions/hazards at foot level appropriately protected
- ☐ Some form of orientation information in open areas (e.g. guidance path)
- ☐ Effective use of contrast and pattern (not visually confusing)
- ☐ Consideration of Fatigue
- ☐ Surface finishes in children's areas appropriately designed for activities
- ☐ Dirt mats designed to reduce amount of water on pedestrian routes, but not a directional weave material (i.e. NOT coir)
- ☐ Carpets designed with pile and weave to facilitate access for people with push chairs and people using wheelchairs

4.0 Back of House Circulation

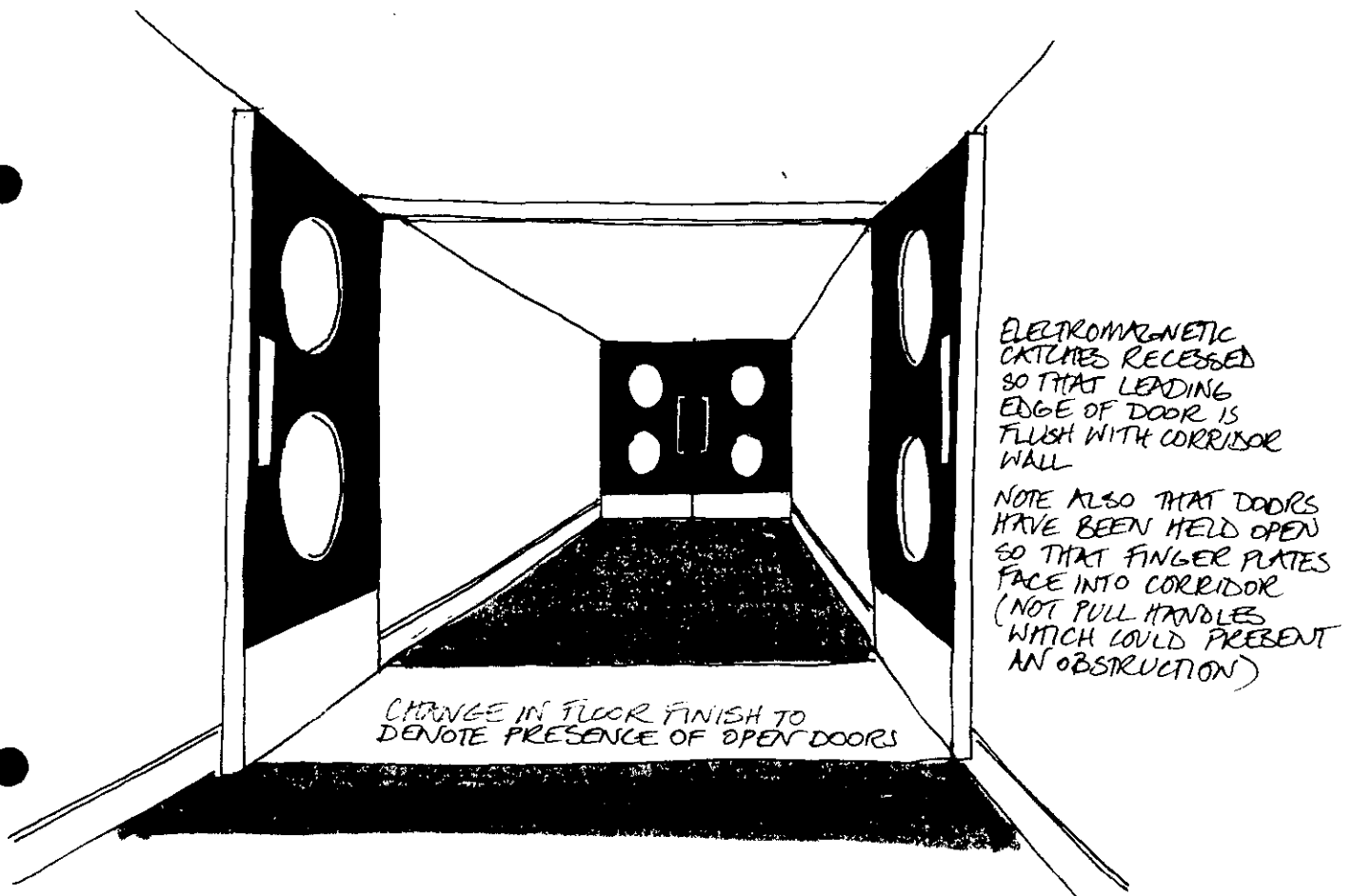
- 4.1.1 Corridors and halls should be as short as possible to facilitate orientation and should incorporate landmarks which may be one or a combination of such features as visible clues, tactile indicators, sounds, fragrances or changes of air movement.
- 4.1.2 Corridors should be left unobstructed, with features such as fire extinguishers and radiators recessed. Fire fighting equipment should be located together with alarm call points and egress instructions, to form a fire point. Fire points should be clearly identifiable



- 4.1.3 If handrails are provided along corridors they should convey information as well as maintain a line of travel. For example, different materials, texture changes and raised symbols could indicate 'stairs are being approached', 'there is a junction opposite' etc. Such changes and symbols should be consistent throughout the building
- 4.1.4 The end wall of a corridor should be highlighted, for example, by good colour and tone contrast between walls and floor coverings and by a change in lighting (please see Joint Mobility Unit technical bulletins 'Colour and tone contrast' and 'Lighting' for more information). However, external windows at end of corridor are not recommended, for reasons of glare - side lighting is preferable
- 4.1.5 If necessary, changes of direction should be at 90 degrees, avoiding curved corridors or oblique angles where possible.
- 4.1.6 In long corridors, consideration should be given to the provision of resting places or support rails. Seating should be slightly recessed off the main circulation route. Directional signage should be repeated in long corridors to prevent disorientation, and should be provided at changes in direction of travel.
- 4.1.7 Where doors of differing widths are used the wider door should always be on the same side throughout the length of the corridor and both leaves should be unlocked. Doors opening into circulation areas could be recessed the width of the door, so that open doors do not obstruct circulation.
- 4.1.9 Glare problems caused by windows positioned at the end of corridors or passageways may be reduced by using tinted glass, anti-glare treatment or blinds. South facing windows are notorious while east or west facing ones can be particularly susceptible to low sunlight in mornings or evenings.



- 4.1.8 Electromagnetic catches can facilitate circulation, however, care should be taken to ensure that the leading edge of the door is held flush against an adjacent wall or surface, to prevent the leading edge presenting a hazard to visually impaired people using the corridor wall as a guide.



5.0 Lift Design

NOTE During a recent research project conducted by Reading University, participants in a postal survey were asked whether, in a public building, their preferred choice of reaching an upper/lower floor would be by lift, stairs or escalators. Almost all responded that lifts would be the preferred choice.

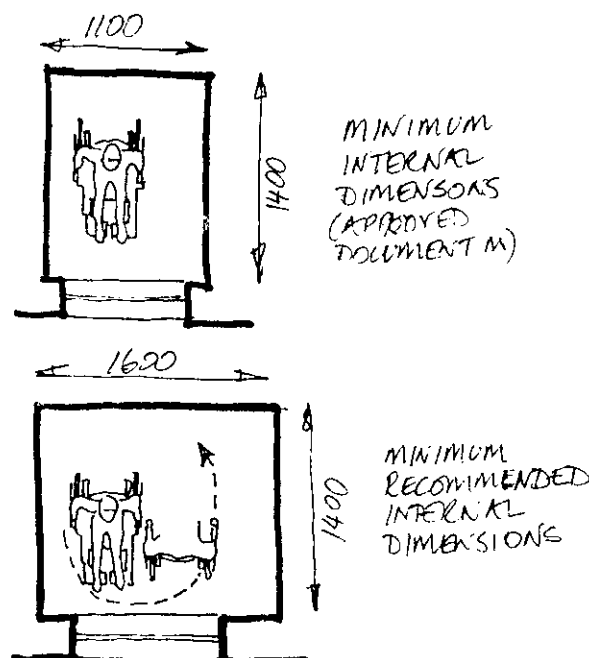
However, when asked which means people actually used, almost all replied stairs. Although stairs could be perceived to be the most dangerous means of reaching upper/lower floors, people did not choose to use lifts because of the number of variables - would the doors provide sufficient time to gain access to the lift car ? would the lift buttons be easy to locate ? would there be an indication of the floor level ? Would signage be provided from lifts to other areas of the building ? Is there an easy means to call for assistance ?

5.1 Lift Location and Internal Dimensions

5.1.1 Vertical circulation has been addressed by a number of methods within the overall Bluewater design, using escalators, stairs and lift access. Stairs and escalators will be covered in a separate design guideline. This particular guideline will cover aspects of lift design and operation, including dimensions, operation, finishes and related features such as signage and egress.

5.1.2 Demand for lift access to the upper floor of the complex is likely to be considerable, particularly by people who cannot use stairs or escalators for whatever reason, as well as a general preferred means of access to upper floor by the general public. The lifts will therefore have to be capable of accommodating a considerable volume of passengers, who may require additional space for companions, and accompanying equipment and mobility aids (such as guide dogs, push chairs, wheelchairs etc.). There will also need to be consideration of lift operation, access to controls and so on.

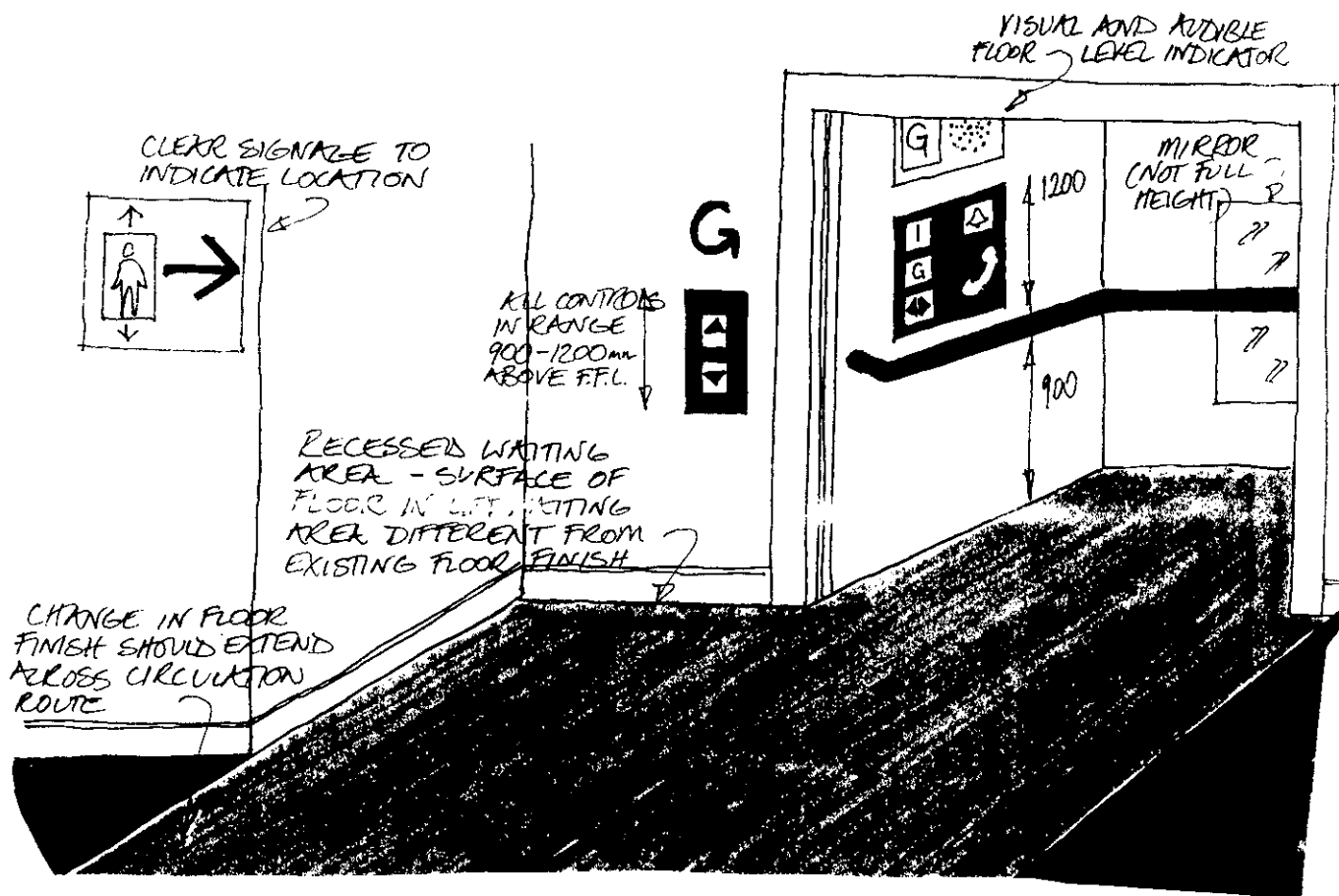
- 5.1.3 In Europe, lifts are now categorized into four types, in terms of accessibility. The minimum dimensions for passenger lifts stated in Approved Document Part M are 1100mm by 1400mm. The minimum recommended internal dimensions for passenger lifts are 1400mm by 1600mm. It should be noted that such internal dimensions will permit access for one person using a wheelchair allowing them to turn a full circle, or two people using wheelchairs side by side. This arrangement would equally apply to people with push chairs. For a shopping centre location, internal dimensions should be sufficient to cope with pedestrian traffic anticipated, and should be sufficient to ensure that people with mobility aids can easily be accommodated with other lift users. Lift groupings should be such that the waiting time for a free lift is reasonable, and not excessive.



- 5.1.4 It is important, in relation to lift dimensions, that consultation with the Shopmobility scheme is carried out. This will provide information about the type of mobility aids people may be using. Some people may, for example, be using scooters - dimensions of such items of equipment may inhibit access to lifts of proposed dimensions. Typical dimensions of a 4-wheel scooter are 1400mm by 700mm.
- 5.1.5 Clear opening width of door should be a minimum of 800mm (Approved Document Part M) although this width would be restrictive to many people using the lift. A clear opening dimension of 850mm or wider would be preferable.
- 5.1.6 Lift locations should be clearly signposted from the main pedestrian route, and should preferably be recognisable through design and location. The colour and tone of the lift doors should contrast with the surrounding wall finish to assist location of lift doors.
- 5.1.7 The lift call button should be wall-mounted adjacent to the lift and should contrast with wall finish. This can be achieved using a contrasting panel, or a contrasting border around the button panel. The call buttons should be located within the range 900-1200mm above floor finish. Buttons should not be touch sensitive, but should require a light positive pressure. Buttons should preferably be large enough to be operable by palm of hand if required.
- 5.1.8 Feedback systems are required linked to lift call and control buttons, and should provide positive feedback that lift call has been answered (for example visual output - button illuminates, and audible output)

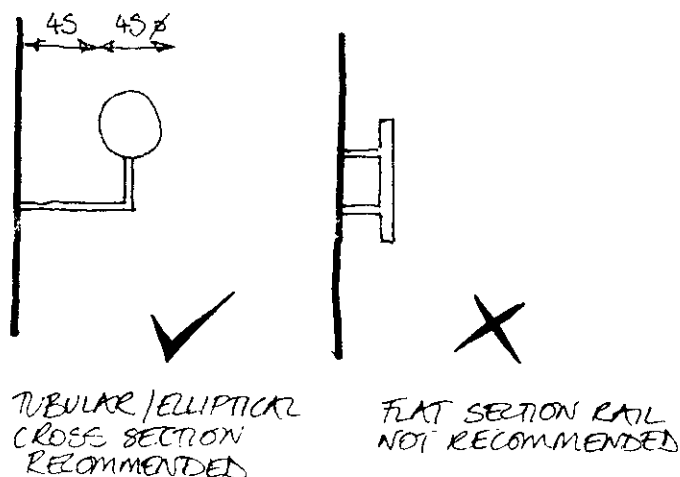
5.1.9 A clear landing area in front of the lift doors should be available, of minimum dimensions 1500mm by 1500mm. A distinguishable floor surface and contrast, approximately 1500mm by 1500mm, outside the lift doors could also aid location, or recognition of core areas. This could comprise a change in floor finish from carpet to vinyl, or timber to carpet. Changes in floor finish must be flush (please refer to draft guidance issued in February relating to floor finishes)

5.1.10 The floor level/location should be indicated on the wall adjacent to or just above the call buttons, and opposite the lift doors where possible.



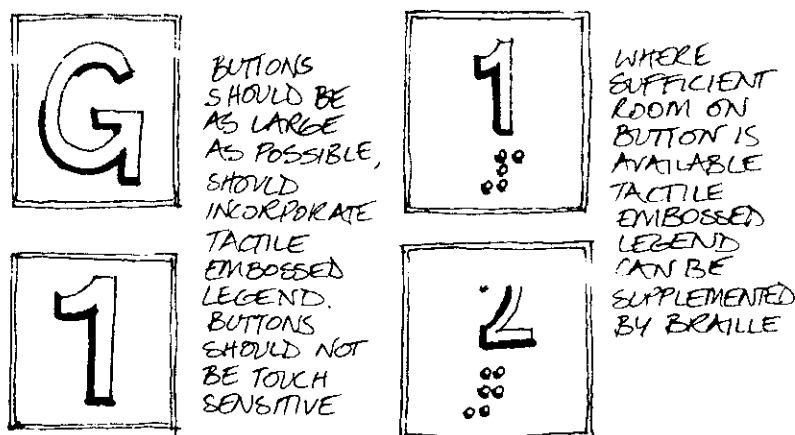
5.2 Internal Finishes

- 5.2.1 Internal walls should have a non-reflective, matt finish in a colour and tone contrasting with the floor, which should also have a matt, non slip finish. Use of reflective materials such as metal (stainless steel for example) can be problematic in creating sufficient contrast with control buttons, emergency telephone cabinet etc. and use of such materials should be avoided wherever possible. A mirror (not full height) on the rear wall can be useful to people using wheelchairs and other mobility aids should they need to reverse safely out of the lift car.
- 5.2.2 Internal lighting should provide a level of illumination of minimum 100 lux (approximately 50 - 75 lux at floor level), uniformly distributed, avoiding the use of spotlights/downlighters wherever possible.
- 5.2.3 A handrail should be provided along both sides and the back wall, 900mm above floor level. Handrail should preferably comprise a tubular or elliptical cross section profile, in order to be more easily gripped and more capable of providing support. Handrail should be positioned so that there is a clear space behind the handrail to allow rail to be grasped (45mm)



5.3 Control Buttons

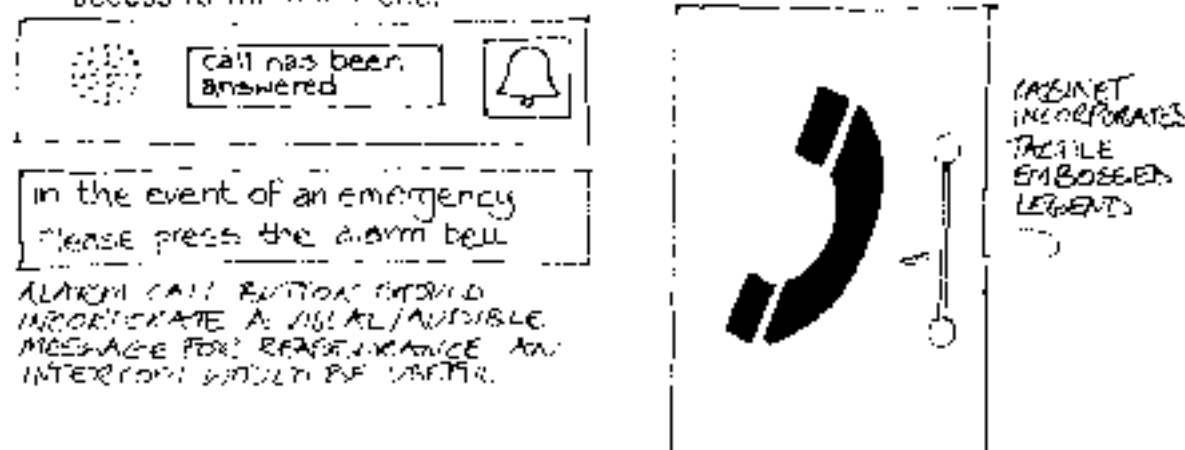
- 5.3.1 Positioning of control buttons on flank wall rather than front wall, will allow access to lift buttons for people at the back and front of the lift car, as well as for people whose location may be restricted by the position of their mobility aid. In larger lifts, controls should preferably be positioned on both flank walls, at least 400mm from front wall and between 900mm and 1200mm above floor level.
- 5.3.2 The control buttons should contrast with surroundings and should illuminate when pressed. The control buttons should incorporate highly visible tactile embossed (NOT engraved) characters. It is desirable but not necessary to repeat the legend in braille, where sufficient room is available. Touch sensitive control buttons are not recommended



- 5.3.3 Lifts should be provided with both visual and audible floor level indicators. Such audible systems are also usually capable of incorporating additional messages, such as door closing, or, in the case of an emergency, reassurance (with manual over-ride allowing communication with lift occupants). Audible distinction between lifts can be useful. For example, where two lifts are located together, it can be difficult to differentiate between lifts, and use of perhaps a female voice recorded message in one lift and a male voice recorded message in the other can be useful. Generally this is only a problem where lifts serve different parts of the building - which should not present a difficulty in the shopping complex. However, this principle could also be exploited to provide orientation information in various parts of the building.
- 5.3.4 Visual system should be positioned just above head height, to ensure a clear sight line when lift car is full (between 1800mm-1900mm above floor finish), and should comprise minimum dimensions 60mmx50mm. The display could comprise a digital display or segmented LED display, or appropriate and suitable alternative. Where a choice of colour of display is provided, a yellow/light green on black display is preferred to a red on black display, for legibility reasons.
- 5.3.5 The door opening time should be set to allow unhurried movement in and out and door closing should be controlled by a photo-eye/infra-red device to ensure doors do not make physical contact with people standing in the path of the doors. Sensors should be positioned at low level (around 125mm above floor finish), and at higher level (around 700-800mm above floor finish), to ensure that sensor will be triggered by, for example, a guide dog leading someone into a lift.

5.4 Emergencies

- 5.4.1 A system should be in place to reassure people within lift car that the emergency is being dealt with. This could take the form of manual alert, using an alarm call button or emergency telephone, but could also take the form of an automatic alert. It is essential to provide some means of communication of reassurance, which should preferably comprise both audible and visual confirmation that alarm call has been answered.
- 5.4.2 Alarm buttons should be designed as other lift control buttons, with contrasting, tactile embossed legend.
- 5.4.3 Where an emergency telephone is provided within a cabinet the telephone should be clearly identifiable, and, if located behind a panel in the lift wall, the location should be clearly marked using contrasting tactile embossed symbol where appropriate. The emergency telephone should be fitted with an induction loop and if an emergency number must be dialled, this number should be marked clearly, preferably with tactile embossed legend. If contained within a cabinet, the cabinet door should be hinged so as to open away from the user, rather than obstructing access to the telephone.



- 5.4.4 Wherever it can be safely achieved, lifts should be capable of being used in the evacuation process. In order to do so, lifts should meet guidelines contained within BS5588 Part 5, and also within the draft design guidance issued by the Joint Mobility Unit on 10 March 1997.

Checklist

- ☐ Lift location obvious through design, use of decor and finishes. Lift location clearly signposted
- ☐ Call buttons accessible, with clear use of contrasting, tactile embossed legend. Clear landing space available in front of lift doors
- ☐ Internal dimensions suitable for pedestrian traffic (note dimensions of mobility aids ordered by Shopmobility scheme - scooter dimensions likely to have an impact on internal dimensions)
- ☐ Effective use of both visual and audible floor level indicators, supplemented by clear floor level signage opposite lift giving location/floor level etc.
- ☐ Use of non - reflective materials within lift cars
- ☐ Control buttons located on flank walls, within reach from back and front of lift car. Buttons incorporate contrasting, tactile embossed legend. Buttons as large as possible
- ☐ Doors fitted with photo-eye/infra-red sensor to control door closing mechanism
- ☐ Lifts capable of being safely used during phased evacuation

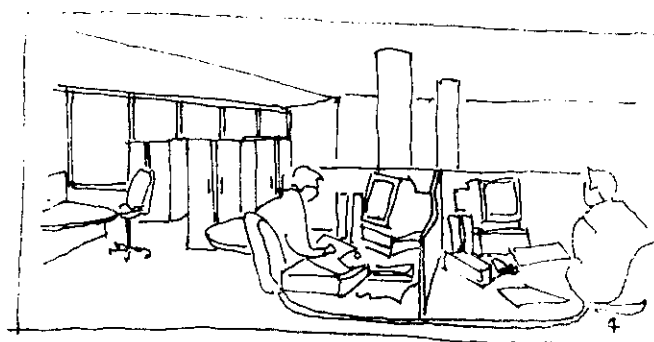
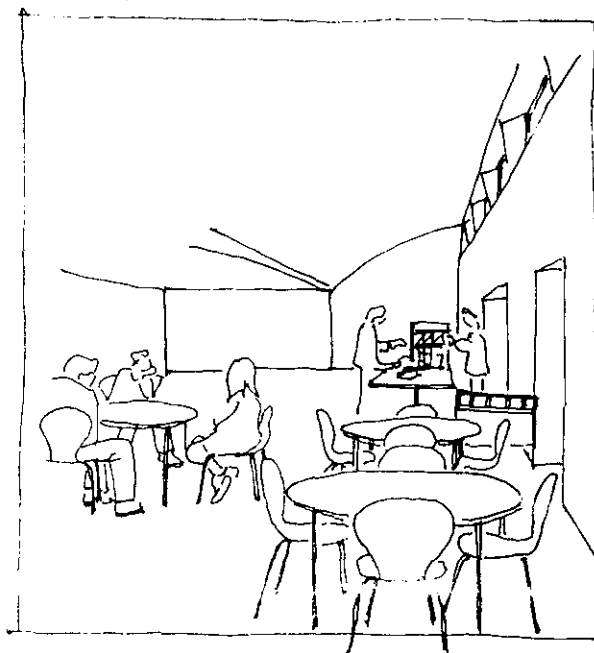
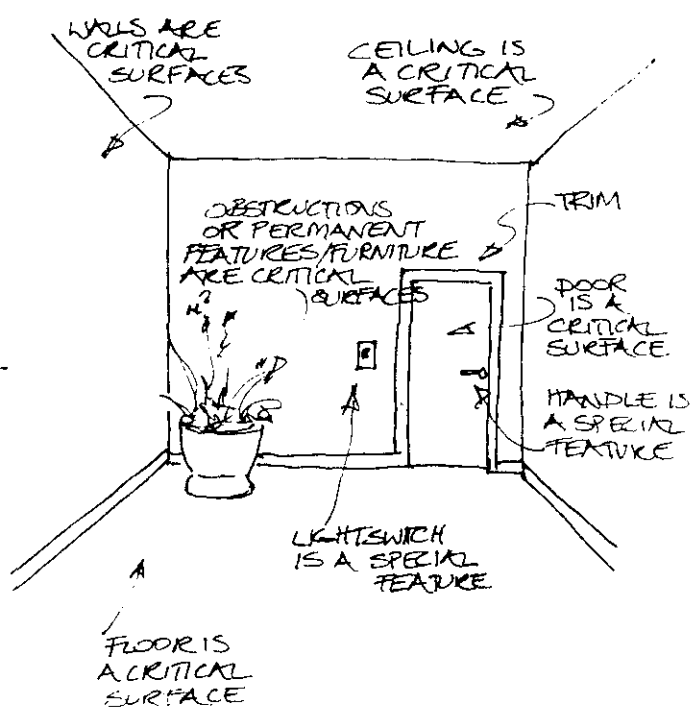
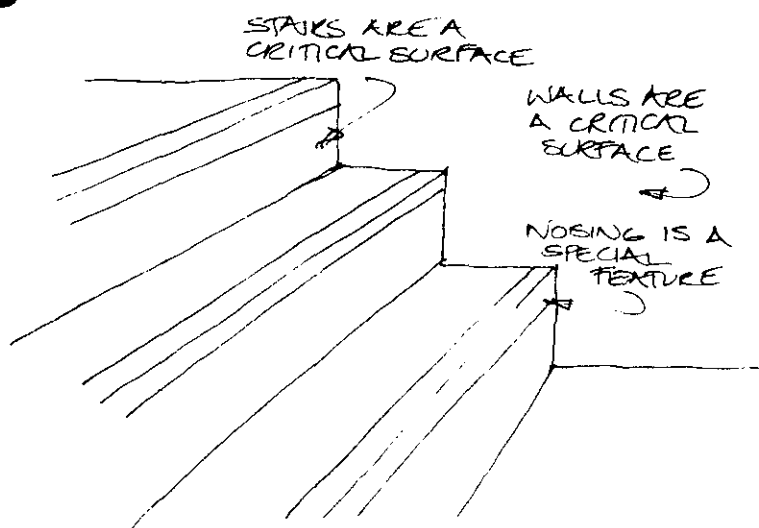
6.0 Project Rainbow - An Introduction

- 6.1 The Project aim was to enhance the potential of individual autonomy for the visually impaired user of non domestic buildings, by considering in depth the navigation, cognitive mapping and wayfinding and spatial legibility of buildings and their users. The specific aim was to find out how to define minimum colour contrast thresholds which may be applied to building interiors to assist visually impaired users as well as creating an interior acceptable to all building users.
- 6.2 The project partners were Reading University, RNIB, GDBA, ICI Paints, and the project was managed by Keith Bright (Reading University), Peter Barker (RNIB), Geoff Cook (Reading University), John Harris (Reading), Alan Brooks and Leon Hornsby (GDBA), Celia Taylor (ICI), Hans Haenlein (Reading), along with Research Assistants Yvonne Howard and Trish Allen. An advisory panel comprising a consultant ophthalmologist, consultant optometrist, applied psychologist, interior designer, architect and safety and lighting consultant was established prior to commencement of the project.
- 6.3 The samples of visually impaired people who volunteered to participate in the project were originally divided by their eye condition. However, since eye conditions are very individual to a particular person, it became clear that it would be easier to divide people by the effect that their eye condition has on their visual field - generally the effect falls into one of three categories - loss of central vision, loss of peripheral vision, and general distortion of entire visual field.
- 6.4 An initial postal survey was conducted, to investigate how people use public buildings, as well as to ascertain gender and so on. The postal survey was split 50:50 between men and women, and the effects of eye conditions on the visual field was split roughly into three equal groups.
-

- 6.5 The survey also ascertained people's perception of floors, walls, ceilings, doors, stairs, lifts etc. including lighting and air movement. The survey produced some interesting results, for example that visually impaired people do not concentrate on the ceiling when moving around, but frequently use the ceiling to gauge the size of a room (the ceiling is the least cluttered space, and therefore providing the wall/ceiling boundary is established, the floor area can be guessed accurately). In general, visually impaired people scan across the walls and floor up to 2 metres ahead, when walking along a corridor or through a room.
- 6.6 When questioned about vertical circulation within a building, the volunteers were asked to list in order their preference of lift, stairs or escalators. Lift access emerged as the favourite. However, when questioned about which of the three modes people actually used in buildings, lifts was the least used, with stairs being the most frequently used. It emerged that people were anxious about using lifts - would they be able to find the lift ? would the doors give them enough time to get into the lift ? would they be able to find the lift controls ? what would happen in the event of an emergency ? Although stairs were perceived as most dangerous, people used them because they found it easier to gauge floor level, requiring fewer decisions.
- 6.7 A number of points in the postal survey required elaboration. The next stage of the project was to construct a colour contrast perception test. Within the test, constants were lighting level, colour swatches, distance of swatch from user and surface appearance. The variables included gender, age and visual performance of volunteers who participated in the trial. The aim of this section was to identify the contrast thresholds which could be detected by people.
- 6.8 Taking this a stage further, a number of rooms were painted in a 'mock-up', and the volunteers asked to perform a number of tasks. Only four principle colours were chosen to minimise variables, with subtle variations along the blackness/whiteness scale, along the chromacity axis (intensity) and the mid horizontal axis, using the NCS (a colour system widely used by interior designers and architects).
-

The results in use are summarised as follows.

- 6.9 The whole principle is based on ICI/Dulux Paints 'Colour Palette' which is similar to the NCS and BS systems (conversion tables will be provided in Technical Guide). Basically, this is a fan brochure, with all the colours, divided into three parts - Bright colours, Clean Palette and Muted Palette. Clean and Muted should not be combined, since this will make muted colours appear dirty. ('Colour Palette' is available from ICI Paints 01753 691690)
- 6.10 The colour referencing scheme is based on the rainbow, with the first two letters of each reference referring to the position in the spectrum. For example RY means between red and yellow, GB means between green and blue and so on. The preceding number, e.g. 20, 45, 89, refers to the relative position between, say, red to yellow. So 20 RY is nearest red, and 80 RY is nearest yellow, and so on.
- 6.11 The numbers following the number/letter reference refer to the light reflectance value and intensity for example 86/114
- 6.12 The basic principles refer to identification of CRITICAL SURFACES, which could be walls, ceiling, floor, doors, or any existing particular feature (e.g. fixed seating) or hazard. The principle is first of all to assign colours to each of the critical surfaces, and then to consider features such as trim (skirting boards and bits)



6.13 The colour schemes have been grouped together, to provide designers with a variety of schemes, according to taste. The principle groups are:

6.14 Monochromatic (where one colour is chosen as the dominant colour, and other shades are based around the same reference colour)

- 6.15 Contrasting (where one dominant colour is selected, but there is a choice of both different intensities of that dominant colour, or different intensities of a complimentary colour) - a series of complimentary (contrasting and harmonious) colours and intensities have already been selected and tabulated. It is important to remember that the colours and intensities have been selected for appropriate levels of contrast, and it is essential to stick to the recommended references in the tables when combining to ensure sufficient contrast. Often only three or four references from each colour range are selected - not the whole strip.
- 6.16 Harmonious (bit more difficult, there is one dominant colour, with varying levels of intensity, and one or two other colours fairly close in the spectrum, which can be combined. Since there is a risk that these colours may clash, colours and intensities have been selected appropriate intensities of each, displayed in tables in the technical guide, which can be used together to maintain an effective contrast). Again, only two or three references from each colour strip are included in the tables, to ensure that however the colours are used, contrast between critical surfaces will be maintained. If this is difficult to perceive, try and imagine that the colours and intensities have been selected to be combined on one single colour strip
- 6.17 The combining tables will be published in the Technical Guide (not yet published - available from ICI from mid-June).
- 6.18 One final point to consider is how colour should be distributed in the room. There are a couple of 'natural' laws. The more yellow the colour, the higher it should go (ceiling etc.). The more blue the colour, the lower it should go (floor)
-

7.0 Lighting Design - Preliminaries and Basic Principles

The lighting system has been discussed with the lighting scheme designers Spiers and Major, and it has been noted that the lighting system will be unusual, in that lighting will be used for atmospheric reasons primarily, using a combination of up and downlighting, utilising shopping window displays, rather than illuminating to meet recommended standards over a whole area. For this reason, a section has been included at the rear of the report, incorporating some suggestions and ideas relating to the concept as explained by Spiers and Major. The majority of the work in this guideline, therefore, relates primarily to staff working areas, back-of-house and staff accommodation.

7.1 People with visual impairments may experience:

- loss of right or left hand field of vision
- loss of central or peripheral vision
- patchy vision

or a combination of the above

7.2 It is a common misconception that simply increasing level of illumination will help all people who are visually impaired. People who have lost some central vision will find that their field of vision is reduced in high level of illumination, since the iris contracts, narrowing the pupil of the eye.

7.3 "Code of Practice for Interior Lighting" 1994 produced by the Chartered Institute of Building Services Engineers, contains standard service illuminance values which can be applied in general design terms. Exceptions to these values are detailed further on. Specific Documents, such as Lighting Guide 3 (also produced by CIBSE) are referred to in this document.

7.4 Finally, lighting is only part of good design. The best lighting system in the world will not compensate for lack of effective colour contrast or effective layout.

7.5 Visual Task Performance

7.5.1 Visual task performance is the visual element of the work being done. The following pages examine factors affecting visual task performance in greater detail. This section is equally applicable to all building users, whether employees or customers. Visual task performance is dependent upon the **person**, the **task** and the **lighting** system

7.5.2 Person

condition of eyes

fatigue (regular breaks to avoid fatigue)

adaption (eyes fully adjusted to level of illumination)

7.5.3 Task

size (25% increase in task size (e.g. print size) is equivalent to 100% increase in level of illumination - therefore often more economical to increase task size)

proximity (how close task is to user)

contrast (Is task contrast sufficient for type of task being performed. E.g. strong tonal contrast between print and background is essential, but for certain tasks variable background contrast may be useful, e.g. reversible worksurface)

exposure time (regular breaks to avoid fatigue)

7.5.4 Lighting

illumination in general CIBSE guidelines plus up to 25%

glare (control and positioning of lamps/fittings)

relative (High levels of illumination over task area, with low levels

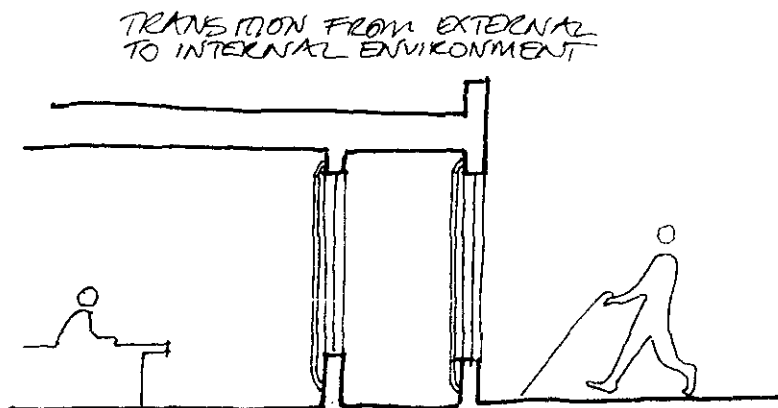
brightness in surrounding areas could be extremely dangerous because of the time needed for the eye to adapt to changes in level of

illumination. Therefore good background lighting in combination with task lighting)

control (control of individual environment)

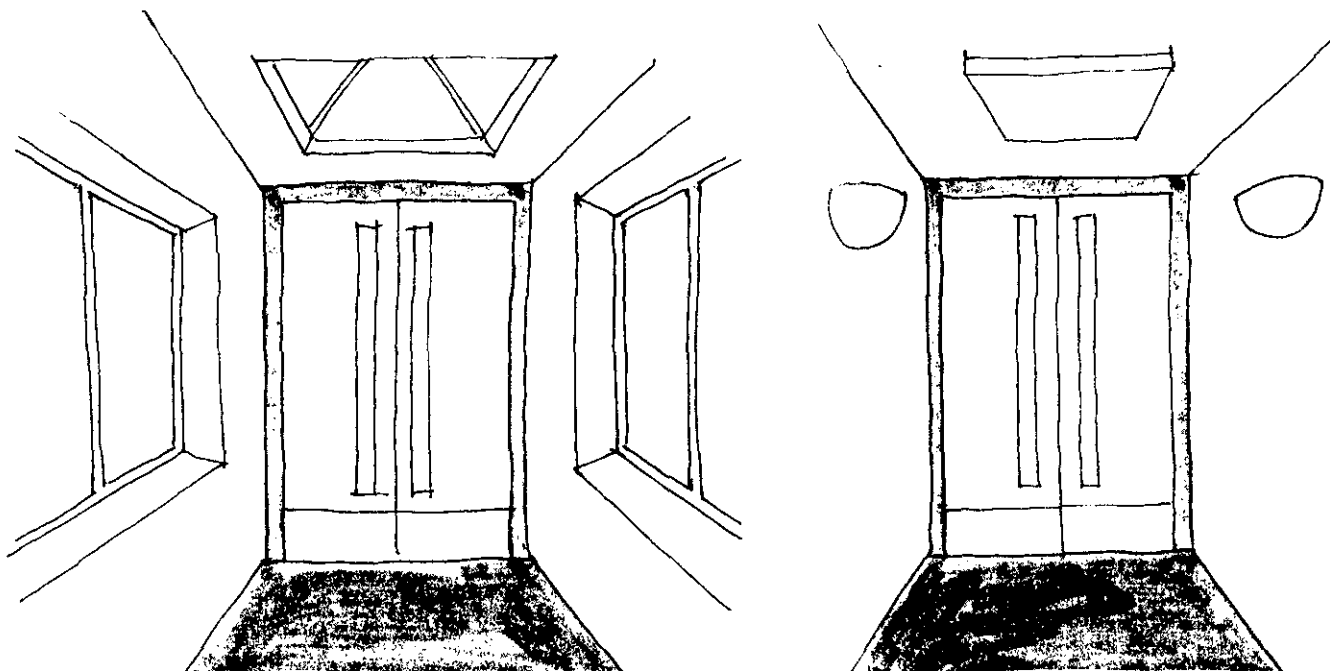
7.6 Adaptation

- 7.6.1 The person may experience difficulty in adapting to changes in level of illumination. Eyes unaffected by ocular disease take approximately one hour to adjust fully from bright sunlight to a dark interior. For this reason, road tunnels are equipped with additional light fittings at the entrance of each tunnel, which supplement existing tunnel lighting. This allows the eyes to adjust gradually from bright sunlight to a relatively dark road tunnel, by *gradually introducing drivers to a lower level of illumination*. Large changes in level of illumination from one room to another should be avoided, and any changes introduced gradually



- 7.6.2 Zoning of lighting can be useful, allowing adjustment of lighting to suit outside conditions. For example in entrance areas. During daylight hours, people may be entering building from a bright sunny environment with levels of illumination in excess of 2000 lux - the entrance area should provide a buffer zone, with increased levels of illumination. At night time, external car park lighting will be much lower, and buffer zone at entrance should provide gradual increase in level of illumination.
-

AVOID SUDDEN TRANSITION FROM A CORRIDOR WITH BOTH NATURAL AND ARTIFICIAL LIGHTING TO A CORRIDOR ILLUMINATED SOLELY BY ARTIFICIAL LIGHTING. IN THE EXAMPLE BELOW, ADDITIONAL LIGHT FITTINGS HAVE BEEN PROVIDED IN ARTIFICIALLY ILLUMINATED CORRIDOR, WHICH ARE SWITCHED ON DURING DAYLIGHT HOURS TO MINIMISE CHANGE IN LEVEL OF ILLUMINANCE



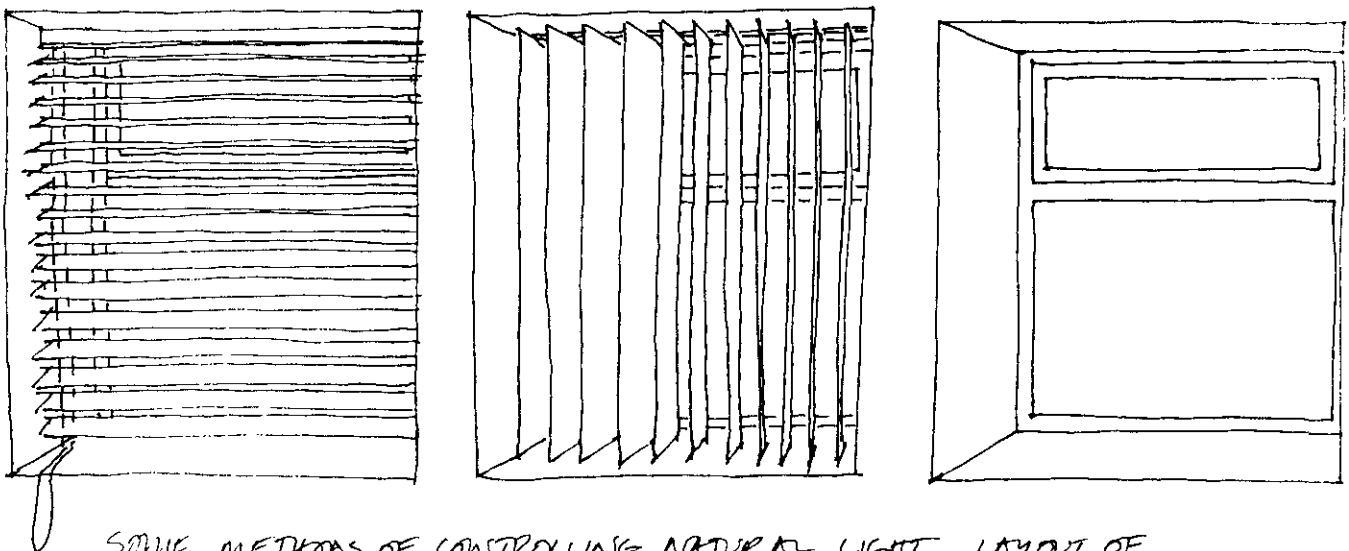
7.7 Colour

- 7.7.1 The ability to perceive colour or certain colour combinations and contrasts may be affected, depending on the eye condition. For this reason it is particularly important that colour contrast is used as much as possible.
- 7.7.2 Perception of colour is also dependent of level of illumination. Under low lighting levels, colours such as red become tonally indifferent to black.

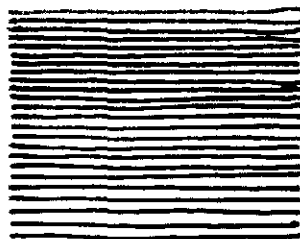
- 7.7.3 Similarly, polychromatic light sources are preferred by many people to monochromatic light sources (such as low pressure sodium) for identifying colours

7.8 Natural Light and Glazing

- 7.8.1 Daylight provides unsurpassed levels of illumination. However it is an unpredictable source of illumination, travelling from east to west during the day, and weather conditions may affect daylight



SOME METHODS OF CONTROLLING NATURAL LIGHT. LAYOUT OF FURNITURE WITHIN ROOMS SHOULD TAKE ACCOUNT OF LOCATION OF EXTERNAL WINDOWS, PARTICULARLY IN RELATION TO WORKSTATIONS.

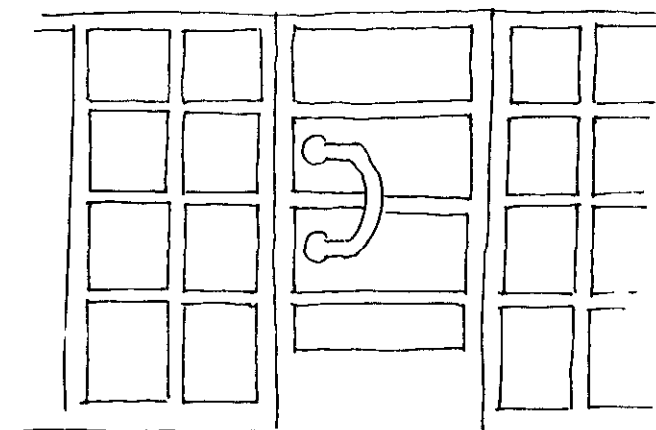
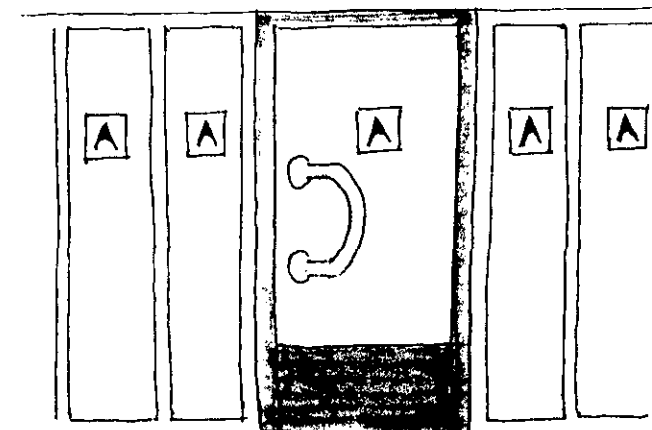


SOME DAYLIGHT REDIRECTING SYSTEMS FORM HORIZONTAL STRIPES WHEN VIEWED AGAINST A WINDOW. PATTERNS CAN LEAD TO VISUAL DISCOMFORT. ANGULAR SPACING OF SLATS FROM VIEWING ANGLE IS CRITICAL. WITH A CONVENTIONAL VENETIAN BLIND (40mm SLAT SPACING) THE SPATIAL PATTERN MAY BE UNCOMFORTABLE AT DISTANCES OVER 5m.

- 7.8.2 Daylight should therefore be properly controlled. A variety of ingenious methods are available, using adjustable blinds internally, externally or within enclosed sealed glazed panels (blind material may be perforated), brise soleil/external fixed or moving controls, and use of specialist glazing and innovative daylighting systems, such as light shelves, refractive glazing. Passive design can also be incorporated, through careful positioning of windows and furniture in rooms. For example reception areas should be laid out to avoid the possibility of an external window being positioned behind a persons head - the contrast between the person and the window will be so great that detail on their face will not be clear, which is most unhelpful to people who lip read.
- 7.8.3 Windows are a potential source of glare and therefore their positioning in stairwells should be carefully designed. Windows should be positioned so that they are not in the direction of travel, and should be provided with adjustable blinds to control daylight
- 7.8.4 Glare from windows in the line of travel poses a problem especially at the end of corridors, at the top and bottom of staircases and on half landings. South, east and west facing windows ones are susceptible to direct sunlight, and east/west facing windows can be particularly susceptible to low sunlight in mornings or evenings. Such windows should be fitted with adjustable blinds (vertical slatted blinds are most effective). Reflective (solar) film is a less effective alternative
- 7.8.5 The apparent brightness of an external window in a room can be reduced by installing some light fittings on the window wall
- 7.8.6 Windows at ground floor or raised walkway levels should not open outwards onto a pedestrian route. Where existing windows open into pedestrian areas, a prohibitive surface, such as cobbles set in concrete, should be laid in the immediate area where open windows present a hazard to pedestrians
-

- 7.8.7 Full-length or picture windows should be highlighted at eye level with a decorative motif or informative sign of a sufficient size to attract attention (min. 150mm by 150mm). This motif should incorporate contrasting colours/tones in order to be clearly seen irrespective of background behind glazing. Frosting or etching on its own is not sufficient. It is important to remember that building users have different eye levels, particularly if children are using the building. The banding should, therefore, be repeated at a lower level (approx. 1100mm to 1300mm above finished floor level). Whilst large areas of glazing require marking with a contrasting feature, important signs should not be positioned on glazing, especially external glazing, since the sign will be silhouetted, rendering the legend illegible
- 7.8.8 Glazed doors and fixed glazing will also require identification at eye level, as well as features to enable people to differentiate between fixed and moving panels of glass (recessing the door will help), and fully glazed doors will require a substantial kickplate to withstand the impact of a wheelchair footrest (the kickplate will need to be of minimum height 400mm above lower edge of door) - most people using wheelchairs use the footrest of their wheelchair to open the door

TWO APPROACHES TO
HIGHLIGHTING LARGE
AREAS OF GLAZING AND
CREATING DIFFERENTIATION
BETWEEN FIXED GLAZING
AND ADJACENT DOORS



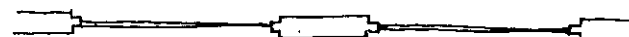
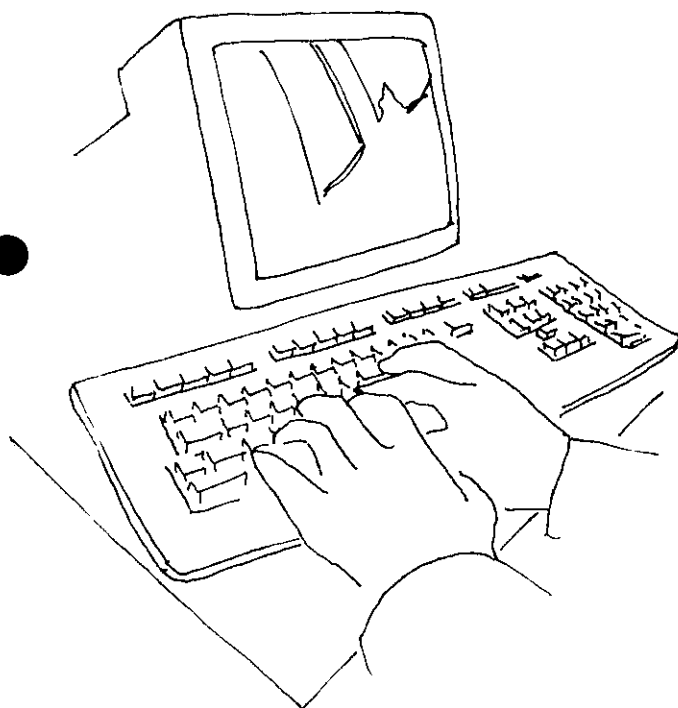
- 7.8.9 Furniture layout should take into account the position of external windows. It is important that reception desks are not positioned in front of external windows since this will silhouette reception staff, obscuring faces' detail and making lip-reading difficult. External windows are the major source of glare/reflection in computer screens (more so than from light fittings/lamps). Adjustable blinds can help to control glare. Furniture should be laid out to minimise the effects of glare and reflection, in combination with effective artificial lighting.

7.9 Artificial Lighting

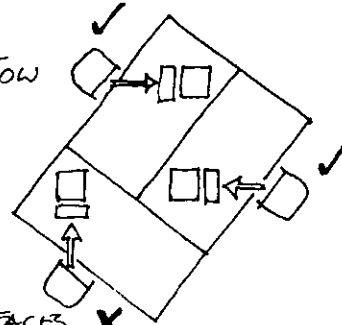
- 7.9.1 This section will highlight specific problems associated with different types of lamp and luminaire design, rather than provide an overview of types of lighting systems available.
- 7.9.2 The most important factors dictating artificial lighting are that everybody has different light requirements, and as much flexibility should be provided as possible. Artificial lighting should be designed to compliment natural lighting, where available. Whilst many visually impaired people may require higher levels of illumination than those recommended in the Chartered Institute of Building Services Engineers (CIBSE) Code of Practice for Interior Lighting 1994, some people may be very sensitive to increased levels of illumination.
- 7.9.3 Glare is a major source of discomfort to people, particularly people who are sensitive to bright source of light. Risk of glare can be significantly reduced through luminaire design, and positioning of fittings. For example, on a stairway, lights should be positioned to highlight treads rather than risers, whilst still providing a uniform level of illumination. Position of lamps should be such that it is impossible to look directly into lamp when descending or ascending the stairs. Depending on surface finishes selected, reflected light from lamps can also be a source of glare, and therefore it is highly desirable to specify matt surface finishes to minimise this risk.
-

- 7.9.4 Artificial lighting can also be used to provide orientation and directional information. For example using fitting positioned to lead people down circulation routes, and using a different lighting system to define a node or cross section in the pedestrian route.
- 7.9.5 For people working within the environment, visual interest is important. Make maximum use of different lighting systems in a room (office/staffroom), with dimmer switches, or independent switches for each lamp, with overall background lighting and a task lamp for increased local levels of illumination.
- 7.9.6 Fluorescent lamps do not heat up after long periods of operation, and are therefore particularly suitable for use in task light fittings. Task lighting is described in greater detail further on.
- 7.9.7 Stairs need to be particularly well illuminated to highlight potential obstructions in both directions of travel, but care should be taken to ensure that luminaires do not become a source of glare. Lighting system should be designed to provide a contrast between treads and risers, whilst avoiding specular reflections on treads (as can happen with highly polished finishes)
- 7.9.8 Spotlights should not be used as the sole light source in an area, since this method of lighting creates 'pools' of light and dark contrast. Spotlights can be effectively used to supplement ambient lighting. Care should be exercised when installing feature lighting such as downlighters in reception areas, to ensure that shadows are not being cast over people's faces, making lip reading especially difficult
-

7.9.9 In offices where VDUs are being operated, guidance contained within CIBSE Lighting Guide 3 should be followed. Often office areas can appear gloomy, even though levels of illumination meet CIBSE guidelines, because all emitted light from lamps is directed downwards, and the ceiling is under illuminated. Careful use of indirect lighting, such as uplighting, can help to prevent this. The ceiling may become a distraction and source of glare if over illuminated.

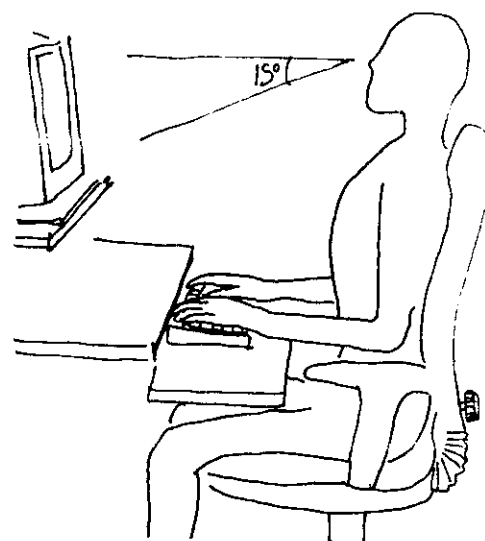


USER LOOKS
PARALLEL
TO WINDOW



USER FACES
WINDOW
WHEN VIEWING SCREEN

SCREEN AT
ARMS LENGTH
WITH VIEWING
ANGLE OF 15°



7.10 Direct and Diffuse Lighting Systems

- 7.10.1 Diffuse lighting provides a good overall level of illumination, reducing shadows and giving a very flat appearance, which can create a very bland environment. Direct light gives objects an appearance of 3 - Dimensionality. There is a danger with direct lighting, however, that shadows could disguise danger areas. Therefore it would seem sensible to provide a mixture of both types of lighting, to provide variety, and a safe environment

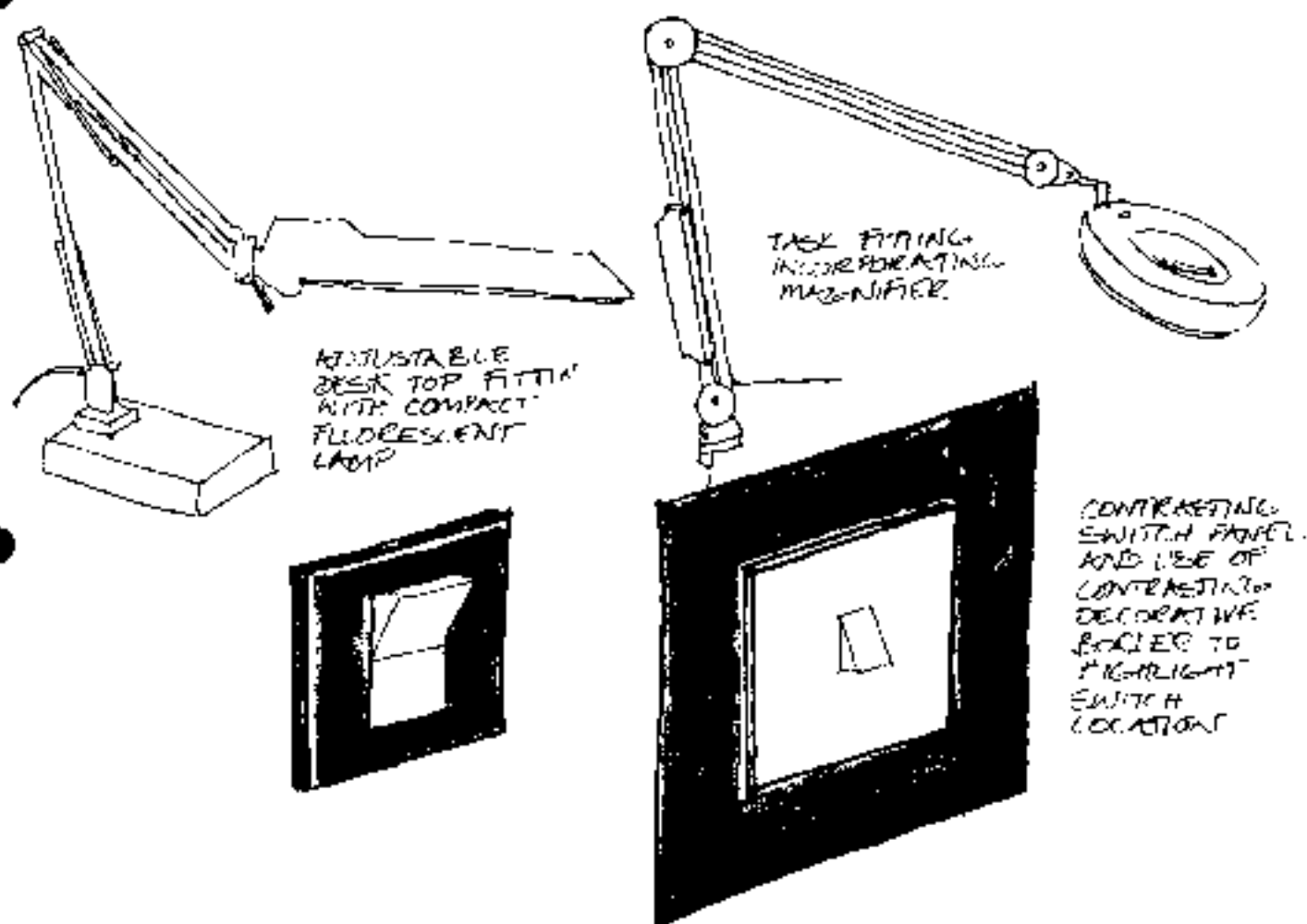
7.11 Task Lighting

- 7.11.1 The ideal task light would have:

- Good wide spread of light
- Hood to prevent glare
- Fully adjustable fitting
- Choice of colour of lamp
(warm domestic lamps or cool northlight lamp)
- No infra red (heat) or UV light
(use filters if lamps produce these)

- 7.11.2 Task light fittings currently available incorporate an adjustable arm which can be attached to a desk or shelf, with a compact fluorescent lamp (available in warm or cool white colours), with reflector and hood to reduce the risk of glare.

- 7.11.3 Task lighting should be used in conjunction with background lighting, to prevent users going from a very bright environment to a very dark environment.
-



7.11.4

To ensure flexibility of task lighting, it is essential to consider the location and design of light switches and sockets. Sockets should be positioned 850-1000mm above floor finish, within 500mm horizontal reach, and furniture layout should be designed to minimise the risk of trailing cables. Sockets and switches should contrast with background to assist location. This can be achieved by using contrasting socket and switch plates, or by using a contrasting decorative border around the outside of the socket/switch plate.

7.12	Area	CIBSE Guide	Comments
7.12.1	Circulation Areas:		
	Entrances	200 lux	this value may vary if entrance is designed to provide a transition zone, depending on external lighting conditions
	Enquiry/ Information desks	500 lux	use of downlighting should be carefully specified, since downlighting tends to create harsh shadows across peoples faces, making lip reading difficult Similarly, position of desk should take into account location of external windows, to avoid silhouette effect - partitioning or screening of external windows may be required
	General Circulation	100 lux	May be preferable to increase this value by 25%
	Stairs	100 lux (150-200 lux)	
	Lifts	50-75 lux at floor level	BS 5655 Part 1 recommends a minimum of 50 lux at floor level
	Escalators	150 lux	Ends of travelators and escalators can be emphasised using lighting system

7.12.2 Car Parking

Outdoor	5-20 lux	Would recommend upper value of 20 lux - further guidance available in CIBSE Lighting Guide to the Outdoor Environment
Indoor	5-20 lux	Would recommend upper value, particularly if leading into stairwell at 150 lux - must be a transition zone
Entrances and Exits	100 lux	Again, if entering an indoor car park, transition zone should be provided to allow eyes to adjust
Ramps and Corners	50 lux	Should be designed to avoid glare to both drivers and pedestrians
Stairs	100 lux (150-200 lux)	Would recommend a value of 150-200 lux, since stairs are particularly hazardous

7.12.3

RetailRetail
Environmentgenerally 500
lux

Specialist displays may incorporate local lighting (should be designed to avoid glare/reflection, particularly if encased in glass)

Lighting system should be designed to minimise reflection (problem areas occur where polycarbonate covers over delicatessen departments reflect overhead lighting system, obscuring display)

Lighting system should enhance features such as signage, without creating glare or reflection

Warehouses

100-150 lux

Depends on perception of detail required. May require 25% +

Packing and
Despatch

300 lux

Unpacking
and Sorting

200 lux

Local task lighting may be useful addition - important to maintain background illumination to allow adaption from local high levels of illumination to general background illumination

Cold Store 300 lux

Transition zone should be provided to allow eyes to adapt from different levels of illumination. Good colour rendering characteristics of lamps required - warm colour appearance may be preferred

7.12.4 **Office Areas:**

Offices 500 lux

Again, large variances in level of illumination from one area to another should be minimised

Task lighting may be useful

Lighting within areas where VDUs are being operated should meet guidelines contained within CIBSE Lighting Guide 3

7.13 Emergency Lighting

7.13.1 Visual beacons connected to the fire alarm system should be installed in areas where staff may be working alone. Where visual alarms are not appropriate (e.g. in workshops), vibrating pagers should be made available to staff, and should be carried at all times

7.13.2 The following table identifies emergency lighting requirements :

Emergency lighting is required for four main reasons:

To indicate the route

To provide illumination along such a route

To locate and operate fire fighting equipment

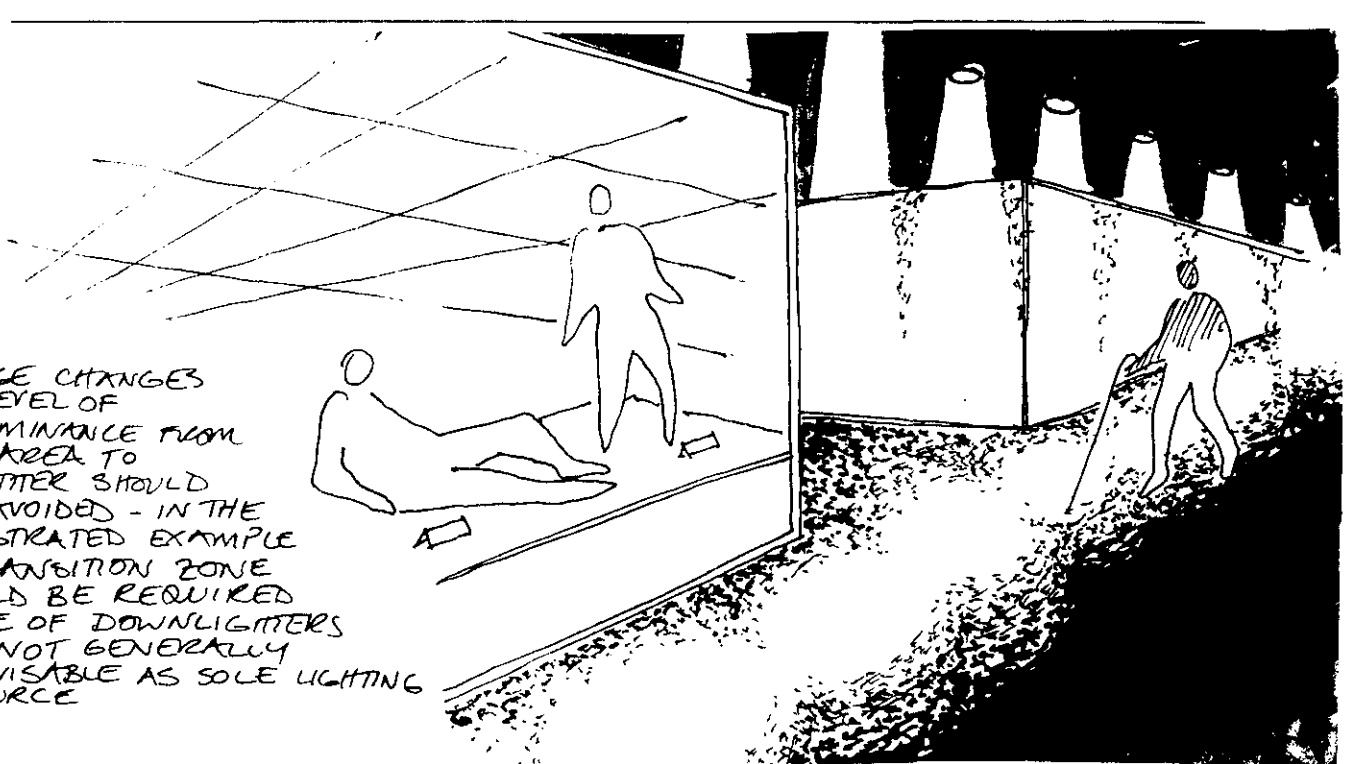
To shut down processes safely before exit

Standby Lighting	Emergency Escape Lighting
NOT EMERGENCY LIGHTING used only when generator fails	• Escape Route Lighting minimum technical requirement in UK 0.2 lux for a permanently unobstructed route. Generally accepted that 1 lux is minimum (as in Europe) • Open Area Lighting (anti-panic) 0.5 lux minimum anywhere on the floor • High Risk Task Area Lighting 10% of normal level of illumination, or 15 lux. Typical areas include control rooms, acid baths etc.

- 7.13.3 Lighting at low level, using fibre optics or photoluminescent materials, may be an effective method of marking the escape route. Such lighting systems, however, are not suitable for open area emergency lighting
- 7.13.3 Research has recently been conducted by Reading University to investigate emergency lighting systems along escape routes. For further information please contact : Keith Bright, Department of Construction Management and Engineering, Reading University, PO Box 219, Whiteknights, Reading RG6 2AW. Results of research so far indicate that preferred method of illuminating route comprises overhead lighting system, in combination with a skirting level system.

7.14 Lighting Concept for Public Areas

- 7.14.1 The lighting brief for the public areas of Bluewater is very wide, encompassing approach road, external areas and internal public areas, including both artificial and daylighting. Considerable research has been conducted into particularly daylighting and direct sunlight, as demonstrated in two reports submitted to Lend Lease.
- 7.14.2 The concept incorporates unusual methods of illumination to create *a particular range of atmospheres*. The lighting system has been designed as such that public circulation areas will not be illuminated uniformly, there will be input from both up and downlighting, illumination from shop displays etc.
- 7.14.3 Possible areas where illumination should be very carefully considered are interfaces between shops and public circulation areas. For example, levels of illumination within larger shopping floors tend to be uniform, to very high levels of illumination (at least 500 lux) and careful attention to colour rendering. There is a danger, therefore, that the interface between shop floor and public circulation area may be too great a difference unless carefully designed to gradually introduce people to the change in lighting concept and allow time for eyes to adjust and adapt to new level of illumination. From bright to dark, this will be most apparent, and could present concern especially for visually impaired people, since there is a danger that for some time, before eyes fully adjust, it will not be possible to identify potential obstructions in the line of travel.



LARGE CHANGES
IN LEVEL OF
ILLUMINANCE FROM
ONE AREA TO
ANOTHER SHOULD
BE AVOIDED - IN THE
ILLUSTRATED EXAMPLE
A TRANSITION ZONE
WOULD BE REQUIRED
- USE OF DOWNLIGHTERS
IS NOT GENERALLY
ADVISABLE AS SOLE LIGHTING
SOURCE

7.14.4

Other areas where lighting must be more carefully considered are customer/staff interfaces, such as at information desks. The principle at reception desks, information desks and counters (this would include counters at kiosks and in food areas as well as counters in shops) should be to illuminate both customer and member of staff adequately, without creating shadows, or potential sources of glare. For this reason, downlighters should not be used as the sole source of illumination - very directional forms of lighting tend to create shadows across people's faces, making lip reading and signing more difficult. Lighting systems also need to be designed so that electrical interference will not affect installation of counter loops, where these are installed (loops are subject to interference from electrical supply and installation and therefore specialist advice should be sought from RNID/Sound Advantage). In addition, depending on surrounding ambient lighting conditions, again a large change in level of illumination from one area to another should be avoided (for example when people turn away from information desk into a public circulation area)

- 7.14.5 It would appear from the concept that columns and similar obstructions will be illuminated in some way, which should increase visibility.
- 7.14.6 In some areas, particular features could present a potential hazard. For example, where water is being brought into the public circulation areas using shallow channels. It is not yet clear how the design of this area will be formalised, but lighting could play an essential role in highlighting any potential hazard, whilst maintaining an effective atmosphere.
- 7.14.7 Stairs and their design are covered in greater detail in a separate section. The lighting proposal for stairs comprises a form of tread illumination, to ensure visibility of stairs regardless of ambient lighting levels. Lighting on stairs should be designed to illuminate primarily the tread, and riser to a lesser extent, and should not create shadows which could disguise obstructions. Neither can effective tread lighting compensate for the hazard presented by head height obstructions where the underneath of escalators or stairs has not been protected in some way.
- 7.14.8 Illumination of signage in some way will also be essential - detail not yet provided. Where walls are not illuminated, wall mounted signage may not be immediately obvious. It will also be necessary to consider issues of emergency and safety signage to ensure visibility. Signage where text has been etched onto glass or acrylic, illuminated from above/below is unlikely to be highly visible, and is not recommended. Ideally whatever signage system is proposed, lighting will be integral to ensure visibility without risk of glare or reflection.
-

Checklist

- ☐ Level of illumination appropriate for task being undertaken. Task lighting available to staff on request. Flexibility of socket positions will be essential (socket positions to be considered)
- ☐ Change in level of illumination from one area to another to be gradual and carefully controlled - also consider areas where daylighting is significant, to allow for directional changes, and changes in level of illumination between areas illuminated by both natural and artificial light, and those illuminated solely by artificial light
- ☐ Lighting system over counter areas to illuminate staff and customer effectively, without shadows or excessive glare, without interference with electrical equipment/induction loops where installed
- ☐ Daylight, where glare could be a problem, to be controlled (as considered in Bluewater Daylight Study Main Report Page 3 'Knuckles')
- ☐ Large areas of glazing clearly identified using contrasting feature or logo at least 150mm sq. in size, incorporating both light and dark colours to ensure visibility regardless of background conditions
- ☐ Lighting system used carefully as a means of highlighting potential obstructions
- ☐ Lighting system used to compliment signage design

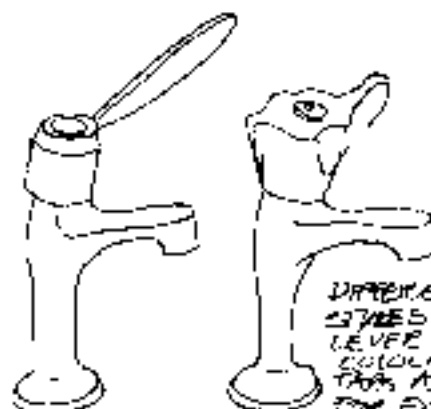
8.0 Industrial Kitchens

In areas where employees may have different requirements, it is essential that employers consult with new employees to establish any particular requirements or needs, including equipment. This might include, for example, providing specialist equipment, such as tactile and audible timers, double sided chopping boards (one side black, one white), carving knives with adjustable guides, large controls which can easily be gripped, or particular arrangements with access to shelving or equipment. Individual adaptations to the working environment may, therefore, need to be carried out retrospectively, to suit individual requirements. The guidelines below are intended to provide the best practical option to ensure accessibility on a general basis.



TALKING SCALES

PULL DOWN STAIRCASE
CARVED FOR WALL
MOUNTED CURBOARDS

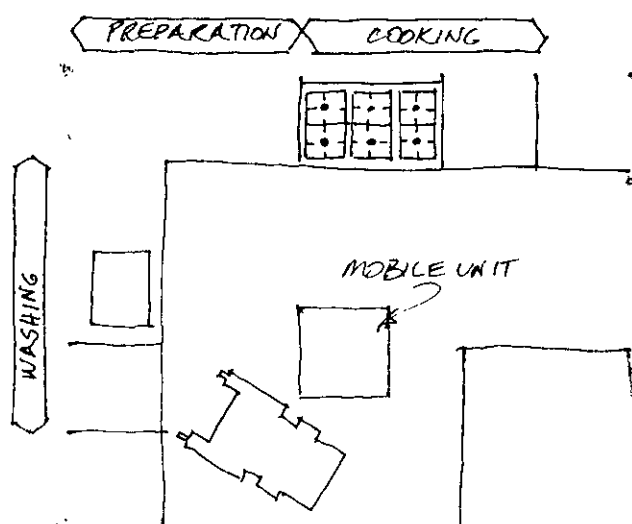


DIFFERENT
STYLES OF
LEVER TAPS ...
COLOUR CHANGES
TAPS ARE AVAILABLE
FOR EXAMPLE RED TAP
COVER FOR HOT & WHITE
FOR COLD

TACTILE MARKINGS ON
CONTROLS - PROVIDED BY
MANUFACTURER OR ADAPTED



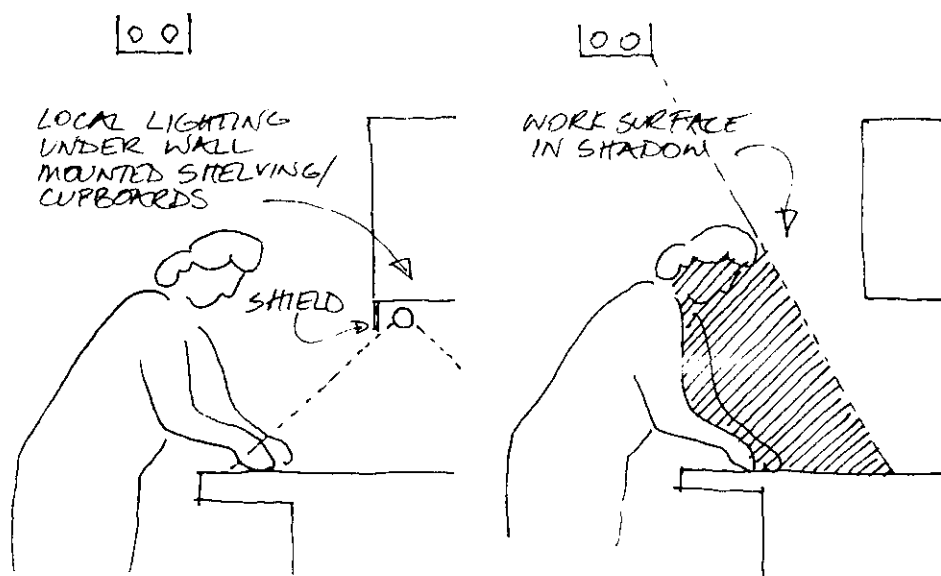
- 8.1 Open plan areas make food preparation more efficient. A continuous sequence of units is recommended: work top, sink and cooker. The proximity of the sink to the hob is very important, as the transfer of heavy pans and hot liquids back and forth from hob to sink should be as easy as possible. Where island units are in use, circulation routes should be kept clear, and should preferably be 900mm unobstructed width.



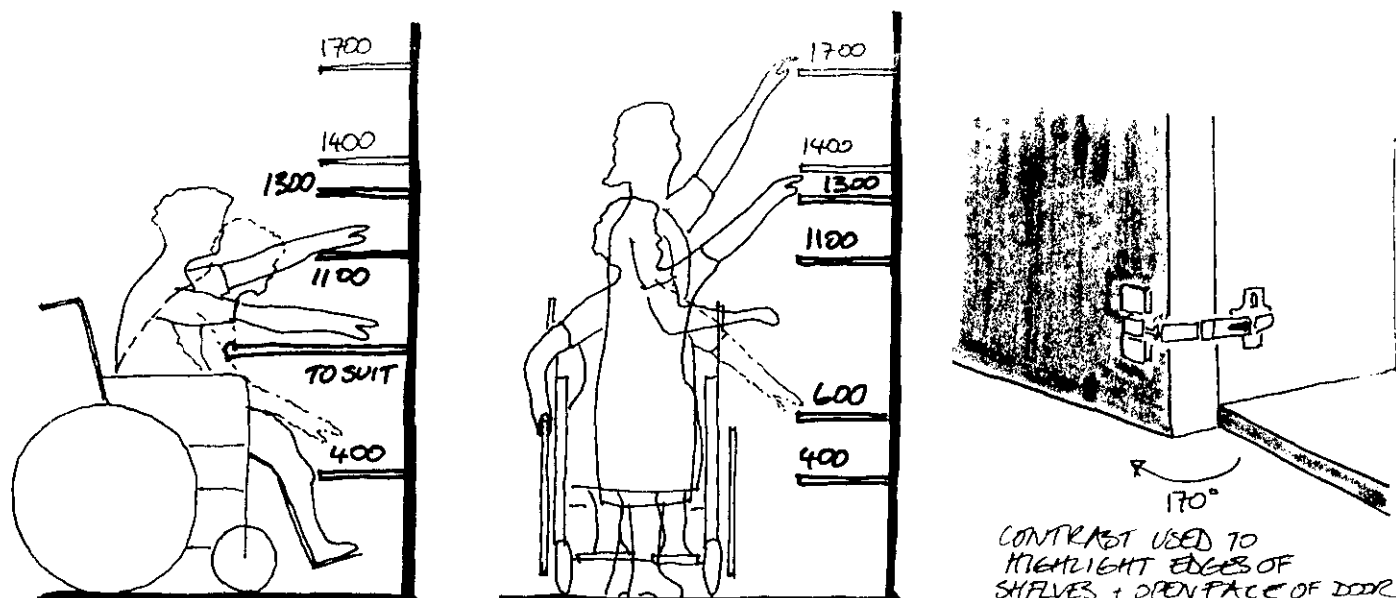
- 8.2 Where adjustable units are installed, the minimum height adjustment should be 100mm, with preferred adjustment of 200mm +. Maximum adjustment increments should be 40mm, with 25mm preferred.
- 8.3 A mobile trolley unit would be helpful to provide extra storage and workspace.
- 8.4 Sinks should have swivel arm lever mixer taps with remote controls, these are controls that are located at the front of the sink unit. The sink bowl should be of shallow depth, with waste diameter of a size to accept a waste disposal unit, if the refuse hopper is in accessible or at a long distance from the kitchen.

- 8.5 The hob should be designed and positioned in such a way that there is a free working surface on both sides wherever possible. Controls knobs should be on the front of the hob, preferably on a horizontal rather than vertical plane, so that it is easier to read any tactile markings or see any visual indicators. It should be simple to relate the controls to their various functions. Preference for drop-down or side hung oven door should be established after consultation with users. Various settings of the control knobs should be easy to feel and clearly marked in relief. Tactile marking material and specially adapted controls may assist here and these are available from RNIB and from cooking appliance manufacturers.
- 8.6 A 600mm knee space underneath hob will be useful to people using wheelchairs. Similarly knee access underneath sinks should be possible, if required in future. The underneath of the sink unit should be well insulated to prevent scalding of knees.
- 8.7 The oven light needs to be assessed as a potential source of glare. It is useful for the oven to have a sound signal which comes on when the oven is lit, better still if it also has one to indicate whether the oven has reached its correct temperature.

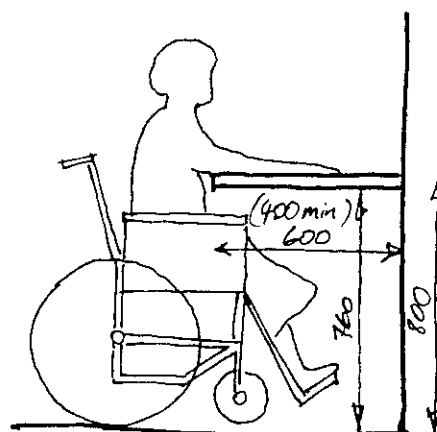
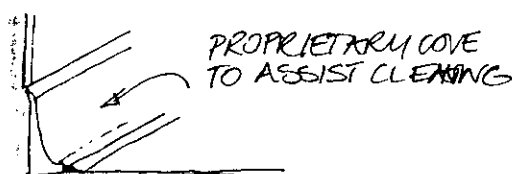
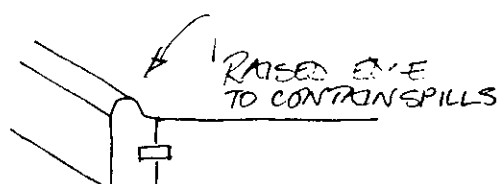
- 8.8 Lighting within kitchen areas should be designed to provide an overall level of illumination. A central unit is useful, supplemented by lighting underneath wall units, to illuminate worksurfaces without creating shadows or glare. Visually impaired people working in the kitchen areas may have to work in close proximity to them to see what they are doing. This may mean that they end up working in their own shadow, particularly if a single overhead fitting is used in a small kitchen. Local work surface or task lighting is best provided by fixing light fittings and fluorescent lamps to the front and side of wall cupboards or shelves above the work surface. The level of illumination should be adjustable to suit different requirements: some people may be very sensitive to increased levels of illumination whilst someone else may need much higher levels. Clip-on spot lights or adjustable fittings with compact fluorescent lamps are useful in areas where increased local levels of illumination area required.
- 8.9 Bare lamps are a source of glare so a diffuser or hood should be provided. This hood could simply comprise a piece of material fixed vertically underneath the cupboard alongside the light fitting. The depth of this material should be calculated to cut off the light at the edge of the work surface, preventing stray light from reaching the floor, but not creating shadows.



- 8.10 Cooker hoods which extract steam and smells should include a glare-free lighting system which shines down on the hob.
- 8.11 Circulation areas should be kept clear of tables and chairs
- 8.12 Floors must be slip-resistant, even when wet. Light, plain coloured floors, rather than patterned ones, make dropped items easier to find
- 8.13 As much storage space as possible should be provided. Doors to storage cupboards should be a sliding type as side hung doors can be left open with the attendant risk of collision. Where cupboard doors are side hung, a contrasting feature on the inside leaf of the door can help to draw attention to the open door, making it less likely to be a source of injury. Open cupboard doors are particularly hazardous to people with a visual impairment therefore units should incorporate 170° or 180° hinges. Open cupboard doors are particularly hazardous to people with a visual impairment therefore units should incorporate 170° or 180° hinges. Contrasting feature on the inside face of an open cupboard door would also highlight hazard. Glass shelves should be avoided. Wall mounted cupboards or shelves above work surfaces may be inaccessible - specialist equipment such as pull down shelving baskets are available (from specialist suppliers such as Phlexicare), to allow access to overhead shelving).

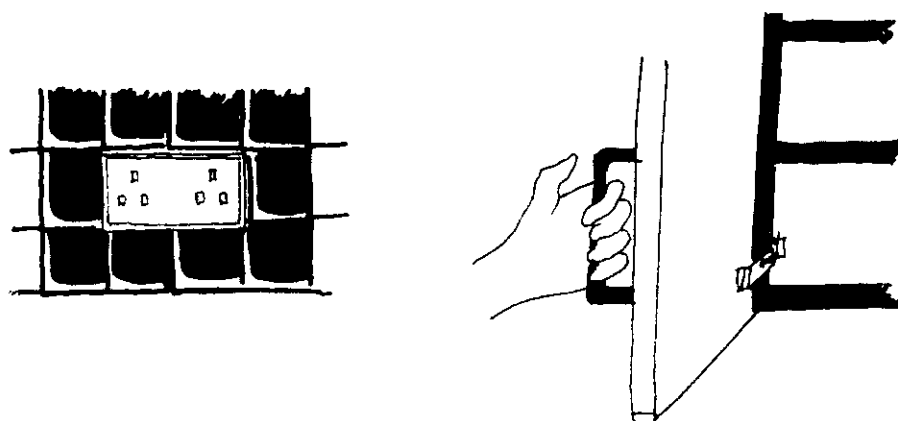


- 8.14 Worktops should incorporate a slightly raised lip to contain spills. This can be incorporated into standard worktops by manufacturer, or alternatively a hardwood section can be fixed to a square edge worktop. A cove at the rear of worktop will also assist cleaning. Typical height of worktop would be between 750mm and 800mm.



- 8.15 Wall cupboards should be around 600-650mm in height, 300mm in depth, fixed no more than 400mm above worktop. Units should be positioned no more than 100mm away from cooker. Floor units, should incorporate a toe recess.
- 8.16 Work top surfaces should be self-coloured and non-reflective to avoid visual confusion. It is useful to provide both light and dark coloured working surfaces so that the preparation of different foodstuffs to highlight light and dark foodstuffs (a double sided chopping board with one light and one dark side is an alternative). If a single colour work surface is all that can be provided, it should be of a neutral colour against which both light and dark coloured objects will be distinguishable. A cove at the rear will seal the joint and assist cleaning.

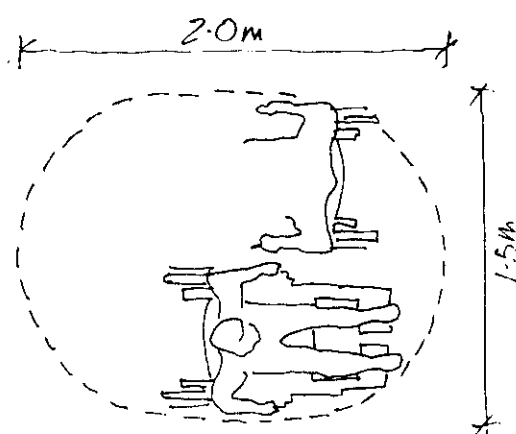
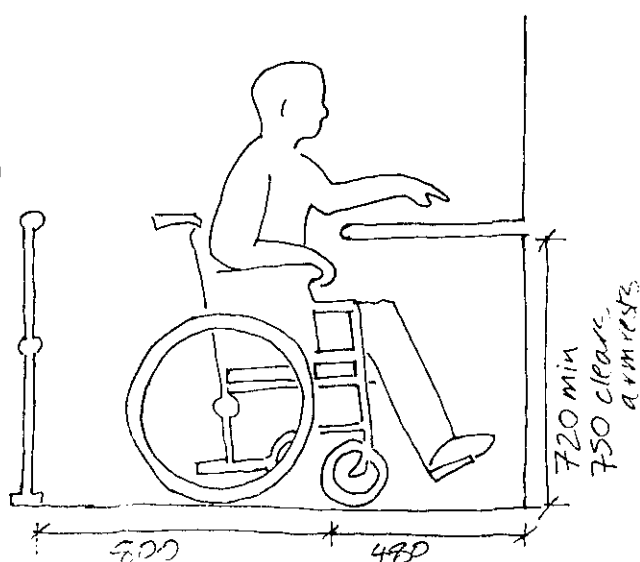
- 8.17 A mid-tone self coloured worksurface is most useful, since this will provide contrast with most appliances and items. Heavily patterned work surfaces should be avoided, since they may disguise dropped items. Many industrial kitchen units comprise a stainless steel finish, which may create problems with glare, and difficulties in creating sufficient contrast with items on worksurfaces. These problems can partly be overcome by use of double-sided chopping boards (black one side, white the other).
- 8.18 Contrast can be used effectively to highlight cupboard handles, shelf edges, and by using dark tiles as a splashback, the contrast will highlight white socket panels.



- 8.19 The location of power points and switches should comply with the Institute of Electrical Engineers Code of Practice, especially in the vicinity of sinks, washing machines and similar items where water is being used. At least four double sockets should be provided around work tops. This provides for appliances to be located in sensible and safe positions. Sockets and switches should be installed with colour and tone contrast in mind. A dark tiles splashback will highlight white socket and switch panels. Plugs with handles can be provided.
- 8.20 Controls for extract fans should be accessible - positioned within range 900-1200mm above floor finish - location of switches should be clear, using contrast (perhaps dark tiles around outside of white switch panel). Tactile markings can easily be added to controls if required.
-

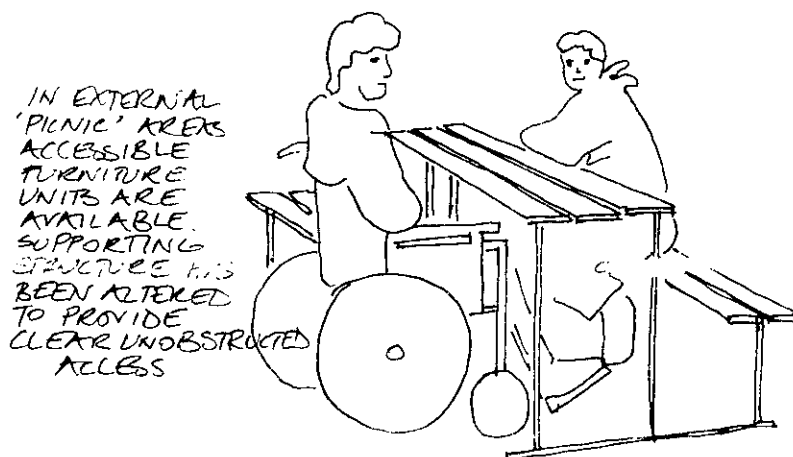
Servery Areas

- 8.21 It is important that access route to the servery is clear and unobstructed, and that entry point to servery is clearly distinguishable from exit point
- 8.22 Where queuing rails are used, these should be substantial (Tensa style barriers are NOT recommended), with a two rail system, comprising a handrail, and lower horizontal rail. The distance between queuing rail and edge of tray rail should not be less than 800mm (900mm preferably).



- 8.23 Tray rail should be continuous up to till point/cutlery retrieval point.
- 8.24 Where counter top shelving units/displays are used for self service, the top shelf should be no higher than 1200mm above floor finish. Cabinets with doors should be easy to operate (may units require the door seal to be broken - the opening pressure required should not exceed 25-30 Newtons).

- 8.25 Staffed counter locations should be positioned so that external windows are not behind staff - staff will be silhouetted making lip reading particularly difficult.
- 8.26 Circulation routes through seating areas should be obvious through furniture layout, and should be kept clear at all times. Routes could perhaps be defined using a change in floor finish, or just a change in colour/tone of finish (will act as a definition psychologically, and people will tend not to move chairs into circulation areas). Primary circulation routes should preferably be 1200mm wide, and minimum unobstructed width of routes should be 900mm.
- 8.27 Furniture design and layout should be flexible and accessible. Table tops should preferably be no higher than 800mm, with clear unobstructed space underneath table top to allow accessibility (structure of table should allow clear access points). Clearance beneath table top will need to be around 750mm, to clear armrests. Contrast between furniture and floor finish (or wall finish if furniture is placed against a wall) will assist identification of location and avoidance of obstruction. Large areas of furniture should be treated as a critical surface (see section on Colour Contrast and Luminance)



9.0 Showering Facilities - General Considerations and Overall Dimensions

- 9.1 Shower tray not advisable - floor should be laid to fall (possible alternative self contained unit such as Chiltern Shower Unit)
- 9.2 As far as internal dimensions are concerned, this will depend upon what facilities are included within showering area (i.e. WC, wash hand basin), and changes in level.
- 9.3 For a level (laid to fall, flush floor drain) area, incorporating WC and wash hand basin, minimum internal dimensions 2000mmx2000mm, preferably 2500mmx2500mm. Should provide unobstructed transfer area from chair to fold down seat.
- 9.4 Where shower only is provided (floor laid to fall, flush floor drain) minimum internal dimensions 1500mmx2000mm, but should allow for a 'dry' area, for clothing etc.. Should provide unobstructed transfer area from chair to fold-down seat, which should be kept clear of bins etc.
- 9.5 Sloping floor 1:40-1:50 with trapped outlet, non-slip waterproof covering and shower curtain provided. A dished floor is not recommended, since may make wheelchair difficult to control

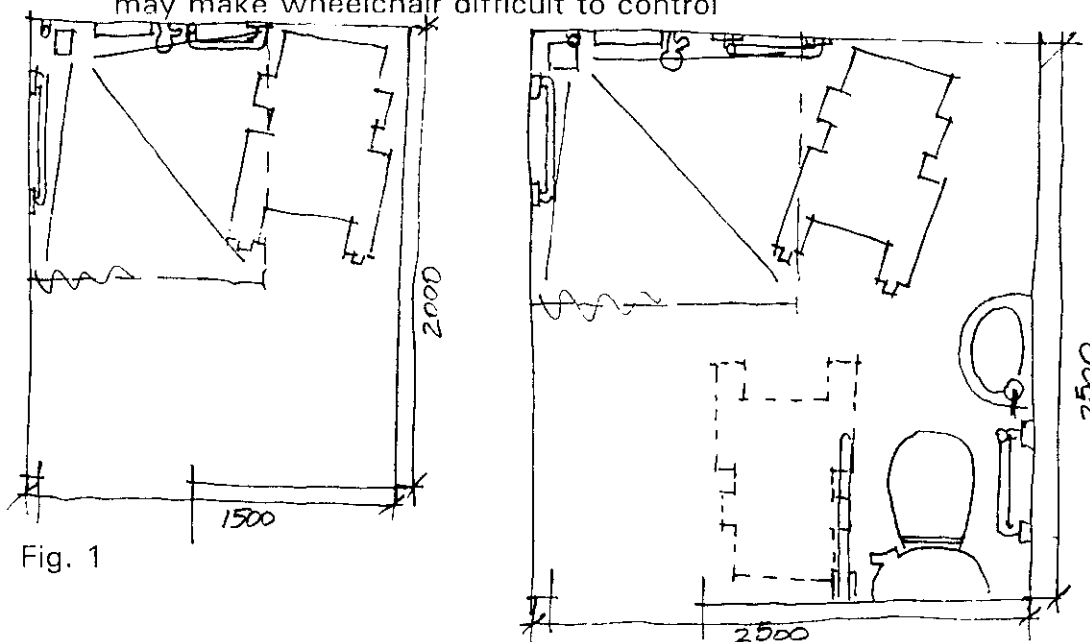
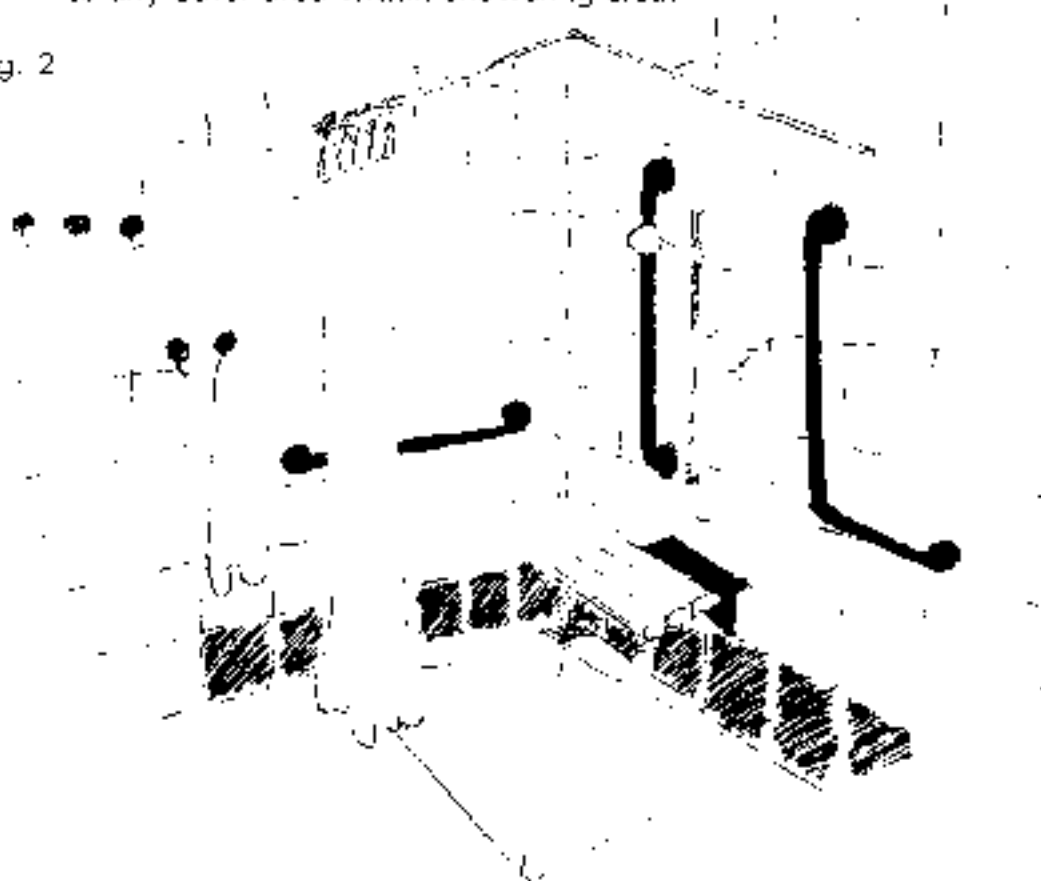


Fig. 1

- 9.6 Where ramping is necessary, internal dimensions should be sufficient to allow a ramp of gradient no greater than 1:15. In addition, the inclined section should not encroach on any level areas, either in front of access doors, or in actual showering area. For a change in level of 200mm, this would mean a ramp 3m long, with handrails. It may be advisable, therefore, depending on layout of area, to incline approach route, rather than squeeze ramp into shower area. The ramp should not restrict access to any other area within showering area.

Fig. 2



- 9.7 Radiators and hot water pipes should be located away from WC and shower seat.
- 9.8 Service runs and controls locations to allow for installation of further grab rails if required.

- 9.9 Access door should preferably open outwards, with emergency release lock. Door should be fitted with pull bar, to assist closing. Wherever doors are outward opening, door should be fitted with a light closing device (opening pressure required no greater than 25-30 Newtons), and outward opening doors should be recessed off circulation area by a distance to accommodate the width of the door. Inward swing doors - where, for whatever reason, door cannot open outwards, door should be fitted with a pivot set and removable stop (e.g. Wellington ref 8080 and ref. 8081). Doorset should be 1000mm wide (to provide 850mm clear opening width)
- 9.10 Space should be available in dry area to store clothes, and sufficient hooks should be available - no higher than 1200mm above floor finish, at a height of 1200mm and preferably 1700mm (above eye level of standing adults)
- 9.11 Non-slip flooring should be installed in bathroom areas. Matt finish tiles or vinyl would be ideal. Contrast could be introduced between fittings and fixtures and floor finish to assist location and definition of room size.

Controls

- 9.12 Thermostatically controlled lever operated shower valve set at 40°-45°, and 1000mm above floor finish - adjustable shower head on slider. Where possible, tactile markings should be added to thermostatic control (this could be done by manufacturer, or could be added using tactile marking fluid, such as Hi-Mark). Controls should be positioned at least 300mm away from any side wall
- 9.13 Shower spray should be fixed to flexible hose and fitting to give an adjustable height of between 900-1600mm above floor finish

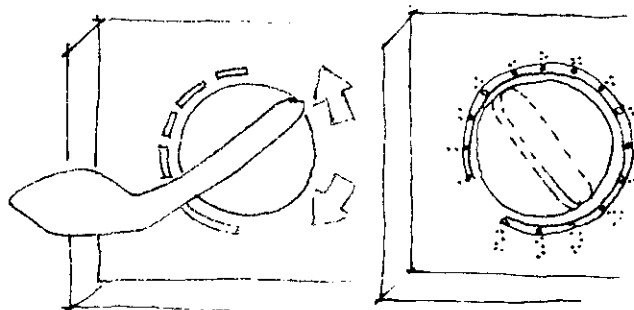
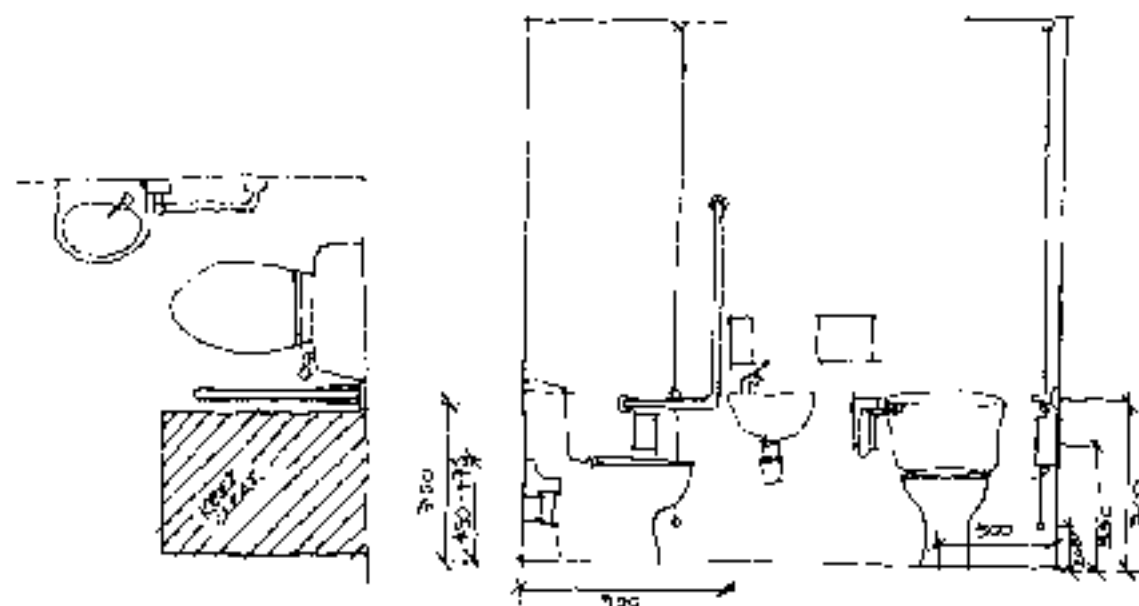


Fig. 3

Other fittings and fixtures

- 9.14 Wash hand basin should be fitted on cantilevered brackets fixed back to wall. Basin should be fixed no higher than 750mm above FFL. Size of wash hand basin should be between 500mmx400mm and 600mmx450mm. A shelf beside the wash hand basin, or a vanity unit, with flush fitted worktop would be helpful, but such a structure should not impede access - the underneath of the wash hand basin should be kept clear. Position of basin should not restrict access to WC.
- 9.15 Wash hand basin should be located no more than 900mm away from rear wall of cubicle.
- 9.16 A mixer tap can be useful, to ensure that hot and cold water can be used from seated position on WC. Tap should incorporate a lever operation. Hand basins with tap hole on side nearest WC are recommended (rather than central tap hole - since basin will have to be moved closer to WC which could restrict access for assistant).
- 9.17 Water temperature should be thermostatically controlled 40°C-45°C

Fig 4



- 9.18 Consider proximity of hand drying facilities to wash hand basin.
- 9.19 Standard WC unit with pan 450mm-475mm above FFL. Space to one side for user and helper, and space of 1800mm in front of WC. WC should be centred 500mm away from side wall, with front edge of pan 750mm away from back wall. Cistern should have a lever, preferably spatulate flush mechanism, which should be located on the most accessible side of the cistern, i.e. furthest from side wall.
- 9.20 An unobstructed space of 900mm is required adjacent to WC (side farthest from wall) to allow transfer. All bins etc. should not be located in this transfer area.
- 9.21 WC should not incorporate a lid, since this can hinder transfer. Seat should be sturdy, but highly contoured seats are not recommended.
- 9.22 Careful siting will allow shower to be used over wash hand basin or over bath.

Fig. 5



- 9.23 An adjustable angle mirror would be useful, with lower edge 400mm above floor finish, top edge around 1800mm above floor finish.
- 9.24 Matt finish tiles should be used wherever possible to minimise glare and reflection. Contrasting tiles can be used effectively and aesthetically to highlight fittings and fixtures, for example using dark tiles behind protruding shower head or around white wash hand basin. Contrasting fixtures such as grab rails (where installed) and ceramic soap holders in shower areas will assist location.
- 9.25 All toilet facilities should incorporate visual fire alarms

Rails/Seats

- 9.26 Typical positions of rails include a drop-down hinged rail (see note below on type of drop down rail recommended), which can be stored in vertical position, 200mm to 350mm away from WC. This rail could incorporate a toilet tissue holder. A fixed horizontal rail at the wall side should also be provided, for WC units adjacent to a side wall (care should be taken to ensure that area between side wall and WC is not obstructed with bins etc. since assistant may need to stand in this area to assist transfer).
- 9.27 Within the shower, a fold down seat would be useful, with 600x600mm vertical and horizontal rails, positioned 900mm away from seat. Horizontal rail should be positioned 750mm above floor finish
- 9.28 Seat should fold down to 400-450mm above floor finish. Location of fittings should not restrict access/transfer from wheelchair.
- 9.29 Grabrails should be manufactured from a material which contrast with wall finish (or, alternatively, use dark tiles behind light coloured rails), should be warm to touch and should provide good grip.
-

- 9.30 Adjustable rails can be awkward for many people to operate easily, due to initial pressure require to lift rail, allowing it to drop down. Some rails are counterbalanced, and can be held in any position, making them easier to operate. It is essential that all grab rails are adequately fixed, since considerable pressure will be placed on rail during manoeuvring

Ironmongery

- 9.31 Lock should be designed to be easily operable, large fitting, with easy to move lever (e.g. Dryad Simplan - which comprises a single lever, which is swung to one side to activate lock)

Alarm System

- 9.32 Four main types:

- Local Unit
- System hard wired to centralised unit
- System using radio transmitters
- Systems as above, plus two way speech

In an area not permanently attended, a centralised system should be used (permanently monitored).

- 9.33 The alarm system should provide auditory and visual feedback within cubicle (i.e. that help is on its way). Alarms need to be located so that assistance can be summoned both when on toilet pan (if toilet is available in shower area) and if lying on the floor. Alarms should ideally be located close to the side wall nearest the toilet pan, 750mm away from rear wall, with an additional alarm on opposite side of room, if possible. Pull cords should be red, with pull grips at 900mm and 200mm above floor finish

Switches

- 9.34 Large, easy to operate rocker switches are recommended, contrasting with background to assist location, at a max. height of 1200mm above floor finish.

Vending Machines

- 9.35 Where machines are available, these should be positioned within the cubicle, where they will not obstruct transfer or hinder access
- 9.36 Units should be designed so that coin slot/top button/drawer is no higher than 1200mm, and units should be selected for ease of operation
- 9.37 Printed instructions should comprise contrasting, sans serif, upper and lower case text, of min. size 14 point

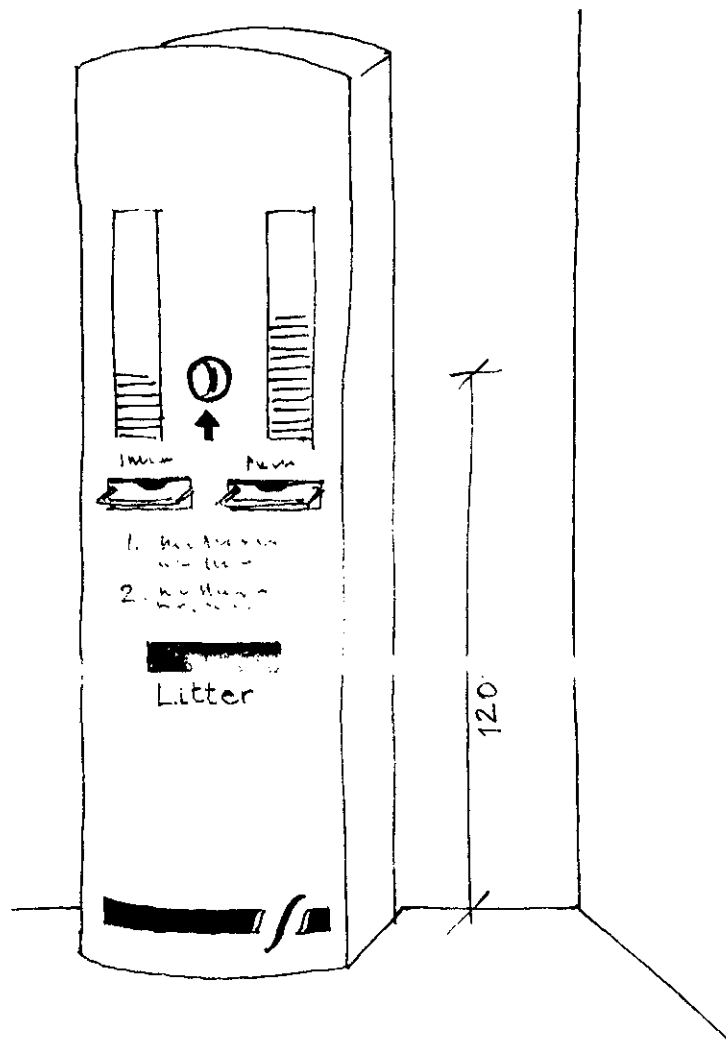


Fig. 6

10.0 Access and Egress

An accessible environment is one which people not only enter and use safely and independently but one which they can leave safely in the event of an emergency. Consultation with local fire officer is strongly recommended before taking any action concerning egress.

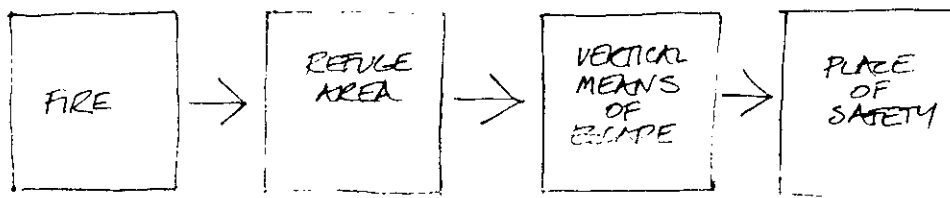
10.1 Egress

Basic principles are to move people horizontally to a safe area (an important principle is that of compartmentation), then vertically. Regulations provide details of exit widths, travel distances etc.

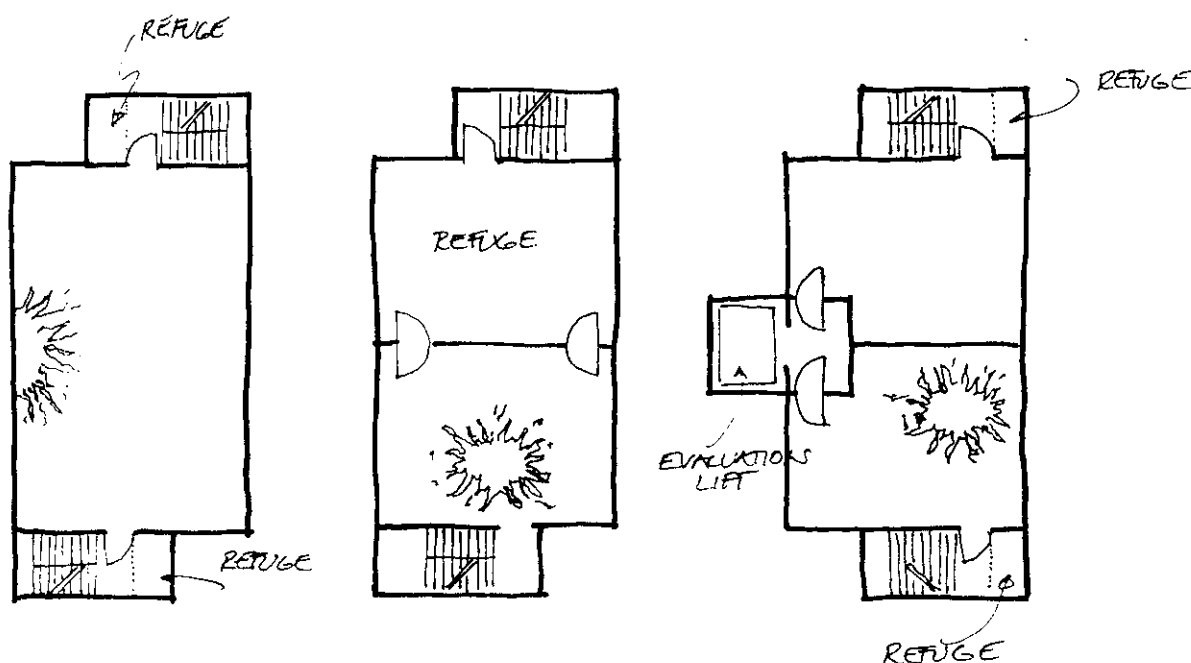
10.2 Refuges

Refuges are areas within fire protected areas, providing sufficient space to enable people to wait in safety. Refuges are primarily designed for people who are unable to use stairs or experience difficulty leaving building in an emergency without assistance. Refuge should be provided with a safe route to exit point. Minimum dimensions generally 1200mm x 700mm, although 900mm x 1400mm preferable, since this allows for manoeuvring space. Location of refuges should not have any adverse effect on means of escape (i.e. blocking pedestrian line of travel).

Refuges should be clearly signposted, and should preferably be provided with an independent means of communication with the rescuing party. Note that where an intercom system is in use, it is essential that management procedures ensure that calls on the intercom are dealt with by a trained member of staff - if calls are unanswered, this can induce panic.



Refuges should be identified as a means of 'phased evacuation', i.e. the refuge is not a final destination, and, if required and necessary, people waiting in refuges must be moved to a safer area. If, however, people waiting in refuges are safe, then they may wait there in safety until further action is taken by rescuing party.



Refuges must still be established regardless of whether lift meets BS 5588:Part 5 or not - as a back up

In BS 5588: Part 8, provision of an independent main power supply is not applicable to hydraulic lifts serving two storeys (such lifts are exempted under 10.2.3 (f)). It is argued that if such lifts are not provided with an independent power supply, then it will not be possible to use the lift several times to assist in evacuation by lift of people who cannot use the stairs for whatever reason.

In moving people from a refuge vertically towards an alternative safe area, alternatives must be considered. For example, evacuation chairs could be used. Problems are associated with use of evac. chairs include ensuring personnel are trained, as well as the fact that people in evac. chairs will need to be transferred to a chair waiting at the exit at ground floor level or similar suitable resting area (since their own chair will still be located in refuge). Furthermore, people with specific musculoskeletal disabilities or similar mobility problems may be very uncomfortable if moved, and if people are incorrectly moved, this may lead to further injury.

Refuges must be regularly checked for fire protection (e.g. presence of cracks or other gaps which may lead to ingress of smoke/fumes)

10.3 Signage

Clear signage indicating escape routes is essential. It is now possible to install fire alarms which can incorporate an audible instruction (which can be over ridden by Fire Officer). Decor can also be used to provide orientation clues about vicinity of exit. However, management of egress is essential, and should be regularly practised.

Signs indicating emergency evacuation routes and procedures should be carefully located and appropriately designed (a separate technical bulletin 'Sign design is available from the Joint Mobility Unit), and such information should be made available to employees, visitors, patients and so on in their preferred format (Large print, braille, SSE, BSL), as well as meeting relevant legislation.



10.4 Procedures

It is important that procedures are in place to ensure the safe egress of any people already using the building (whether building is fully accessible or not) who may experience difficulties in the event of an emergency. This could include people who are not familiar with the building, people with visual impairments, people with hearing difficulties, people with walking difficulties etc.

10.5 People NOT Familiar with Building

An overall strategy is necessary for visitors as their needs will be unknown and their knowledge of the building will often be limited to the route by which they entered

10.6 People who will become familiar with building/regular building users

This could include setting up an induction session for new building users, providing people with the opportunity to walk through exit routes (not just nearest route), to find out location of refuges, and procedure in the event of an emergency. This also provides an opportunity to provide people with any specialist equipment or find out about specific requirements. This can be recorded in a Personal Emergency Egress Plan (information should be regularly checked and updated). Induction sessions are a useful time to provide first aid information and procedures.

10.7 Specific requirements for people with sensory impairments

For people with hearing impairments, installation of a radio frequency controlled fire alarm system to supplement existing fire alarm system is recommended (for example Deaf Alertor, which operates on a protected frequency to limit interference). Transmitter covers large area and any vibrating pagers operating within that area hearing impaired building users should be issued with pagers. In toilet areas where pagers will not be useful, flashing visual alarms should be installed.

Clear signage is essential and should be well illuminated. Illuminated clear glass/acrylic signs with coloured/etched legend are not acceptable for legibility reasons.

Where it is deemed appropriate and feasible, subtle changes in decor could be used to influence people's choice of route to exit, for example, assisting identification of nearest exit (many people will try to leave by the way they came in, rather than by the nearest exit unless the exit is very clearly defined)

10.8 People with learning difficulties

For people with learning difficulties, it is important that anyone accompanying people with learning difficulties such as teachers, or people assisting with egress have received training in how to carry out egress effectively, since emergency evacuation can be a frightening and unusual experience, and people may not be sure how to react.

10.9 Fire Points

Staff should be aware of the location of fire extinguishers, fire alarm points etc. It is helpful to highlight fire fighting equipment location points in corridors by ensuring that such points are located beside the emergency light fitting. Fire fighting equipment should be located together with egress information and alarm call point, to form a fire point. Fire point should be clearly signposted, and location of fire point should coincide with emergency luminaire.

Fire hose reels and similar equipment located along corridors should be recessed or boxed in, and extinguishers should be mounted no higher than 1200mm above floor level. Whilst fire fighting equipment should be readily accessible, location should not present a hazard or obstruction to people using circulation areas.

The Fire Precautions (Places of Work) Regulations 1994 apply to all workplaces where there are one or more employees

Regulation 4(4) requires the employer to prepare a plan containing details such as:

- * Procedure to be followed in the case of evacuation
- * Escape routes
- * Location of fire alarm points etc.

10.10 Stairs

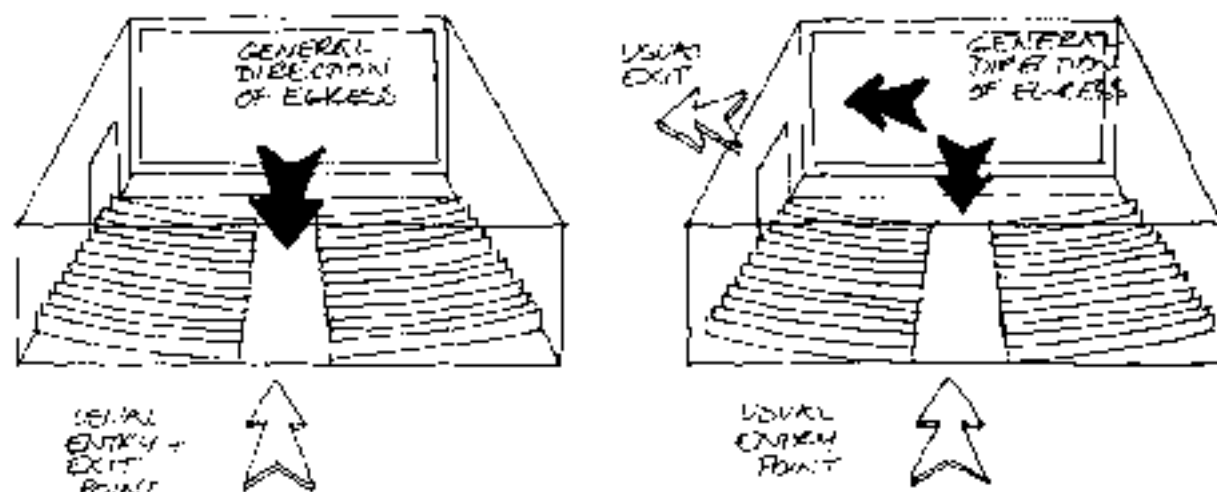
Stairs for use in emergencies should be designed to the same standards as all other stairs (a separate technical bulletin 'Staircases' is available from the Joint Mobility Unit).

10.11 Routes involving steps

It is essential that in buildings where link routes are provided, level routes are clearly signposted (some routes may involve stepped connections between buildings) particularly for identification as egress routes.

10.12 Large Auditoria

The issue concerning seated lecture theatres has been discussed and researched, it has been shown that if exit is not familiar, in the event of an emergency, most people will try to leave by the way they entered the room. In some rooms, students and staff using the room have been actively encouraged to use the emergency exit as an exit at the end of lectures, which helps to alleviate the circulation problems associated with students entering the room for the next lecture, and also familiarises students with the emergency exit. This may not always be appropriate, but is one possible suggestion.



10.13 Management of Egress from Large Auditoria

The issue concerning seated lecture theatres and auditoria has been discussed and researched. It has been shown that if use of exit is not familiar, in the event of an emergency, most people will try to leave by the way they entered the room. In some rooms, students and staff using the room have been actively encouraged to use the emergency exit as an exit at the end of lectures, which also helps to alleviate the circulation problems associated with students entering the room for the next lecture, and also familiarises students with the emergency exit. This may not always be appropriate, but is one possible suggestion.

As far as management of egress is concerned, there are many different ideas concerning management of egress of people who may be heading for refuges, or who may potentially delay egress. Some theatres have a policy of advising people using wheelchairs and people with reduced mobility (where known: remember that whilst people with reduced mobility have a certain responsibility for themselves in the event of an emergency requiring evacuation, most people will be aware of their own limitations, and should not be obliged to identify themselves as persons with reduced mobility) in advance of other patrons (in a two tier alarm system). This can lead to unnecessary panic as some people leave the theatre, whilst the majority remain seated. Many theatres have a policy of allowing all people to leave the theatre at the same time, without segregation of people according to mobility. Obviously, if a delay is occurring, trained personnel should be on hand to assist, but otherwise this method of egress has not been problematic in the main.

The question of mobility aids (guide dogs, wheelchairs, waling sticks) should be very, very carefully considered. Some people may request transfer from a wheelchair to a seat, but on the whole, mobility aids should not be removed, and should not be considered as a reason for refusing entry to persons using such aids.

Awareness training of staff is obviously very important. Staff turnover in the cinema industry has been highlighted as a problem, but it is essential that staff have received some basic training, as part of induction, relating to egress issues.

Familiarity with exit routes can help, and it can be useful to have some form of visual/audible announcement at the beginning of the programme (similar to those used on aircraft).

11.0 Acoustics

- 11.1 The environment should be designed to enable people to make full use of hearing capabilities, as well as using sound creatively for orientation purposes. It is important that 'feature' sounds, such as water features or background music, do not disguise vital audible clues (for example sound of roads, automatic entrance doors, cleaning machines and so on). Neither should the feature disguise or mask sounds required during communication (for example at staff/public interfaces such as information desks)
- 11.2 Changes in floor construction can be useful for orientation, and for detecting presence of other people through vibration and echo. Excessive ambient noise should be avoided through use of sound attenuation techniques. This is particularly important at information points, where people may need to listen for instructions.
- 11.3 It is essential to consider acoustics and noise reduction from the staff point of view, particularly in noisy environments. The Noise at Work Regulations (and Health and Safety at Work etc. Act 1974) exist to seek to reduce the risk to hearing loss of employees. This may affect layout and design of internal space.
- 11.4 In workplaces it is advisable to:
- Use acoustically absorbent surfaces to lower reverberant sound levels, especially around seating and work areas. An acoustically 'dead' area is not recommended, however.
 - Provide quiet working areas for staff where possible
 - Use doors, narrow (but accessible) openings or walls to separate noisy and quieter areas
 - Discuss staff working patterns to minimise exposure levels
-

11.5 In noisy environments (pubs and clubs)

- Keep ceiling low over seating and bar areas
- Keep openings to bar fronts low (and acoustically solid) and provide as much absorption as possible within bar area - minimise surfaces which will reflect sound from noisy areas into bar areas
- Use low output speaker systems to non-dance areas rather than increasing output levels at the dance area to provide background noise throughout club
- Beam high-frequency speakers 'down' on the dancers - preferably from the centre or perimeter of the dance areas
- Place low frequency units at high level around the dance floor facing inwards
- Distribute speakers to even out sound levels to the dance floor

11.6 Amplification Systems

Induction Loops

BS 6083 Part 4 (1988) and BS 7594 (1993)

There is a risk of overspill of the magnetic field with this system, which may affect adjacent rooms. Loop systems are ideal at counter areas.

Induction loops should not be used in areas where confidential information is being discussed. Sound is taken from a microphone, passed through an amplifier into a radio loop aerial (the loop).

Infra-Red System

BS 6418 (1989)

An infra red diode linked to a microphone send signals to a light sensitive receiver - usually incorporated into headphones. Best suited to concerts, cinemas and theatres. Advantages include better quality of sound reception, and no overspill into adjacent areas. Many people do not like using this system, since it is visible (must wear neck hung receiver or headphones), and many people feel that this may make them more vulnerable and more likely to be attacked when leaving a performance, since other people will know they have a hearing impairment.

Reference Documents used in Compilation of Design Guide

Building Sight

P Barker, J Barrick, R Wilson

Barrier-Free Design

James Holmes-Siedle

Design for Better Living

Hackney Council

"Housing for People with Disabilities"

Stelios Voutsadakis

ISBN 0 902260 16 2

Second Edition 1989

Housing Design Sheets

Stephen Thorpe

Centre for Accessible Environments

1990

Designing for Accessibility

Tessa Palfreyman

ISBN 0 903976 23 4

1994

Habinteg Housing Association Design Guide

Third Edition, March 1992

Architects Journal 16/3/95

"Barrier Free Design - A Manual for Building Designers and Managers" James Holmes-Siedle

Building Regulations Approved Document M 1992

Sound Advantage/RNID - Product and Specialist Information

Evets Communication - Product and Specialist information

Chris Harrowell, AFM Consultancy - Specialist Information

"Buildings for ALL to Use" CIRIA Special Publication 127

"Design Considerations for Automatic and Manually Operated Doors when Used by the Visually Impaired" Progress Report, Reading University Department of Construction Management and Engineering and related "Building Bulletin No. 1 - External Doors" produced by RNIB

Department of Transport Draft Guidance Note "Guidance on the Use of Tactile Paving Surfaces" 1996, to be published 1997

"Project Rainbow - Colour Selection and the Visually Impaired - A Design Guide for Building Refurbishment" University of Reading Department of Construction Management and Engineering (to be published May 1997)

"Minimum Standards of Access for New and Reconstructed Buildings 1995 Edition" - Central Regional Council

"Barrier Free Design - A Manual for Building Designers and Managers" James Holmes-Siedle

"Building Access and Safety for the Visually Impaired Pedestrian" - research paper by Romedi Passini and Guylene Proulx

"When is a Door not a Door ? A Study of Evacuation Route Identification in a Large Shopping Mall" - research paper by A J Sixsmith, J A Sixsmith and D V Canter

Getting in Touch with Play

The Lighthouse Inc., 800 Second Avenue, New York NY 10017
(212) 808 0077

Thinking of Small Children (Access, Provision & Play)

Women's Design Service, Johnson's Yard, 2nd Floor, London E1 1SA

0171 709 7910

Checklist for Accessible Play
HAPA, Fulham Palace, Bishop's Avenue, London SW6 6EA

BS 5588: Part 5 (lifts), BS 5588: Part 8

'Buildings for All to Use'
CIRIA Special Publication No. 127 1996
ISBN 0 860 17 448-4

Lighting for Low Vision
Partially Sighted Society and Electricity Association

Designing with Innovative Daylighting
BRE Report CI/SfB (N) 1996
P J Littlefair

CIBSE Code for Interior Lighting 1994

Daylighting design for Display-Screen Equipment
BRE Information Paper IP 10/95 CI/SfB 923(63)(N1.1)

Light for Low Vision Committee

CIE Draft Report on Light for Low Vision 1994

1. Introduction

This report contains guidelines for the provision of reserved accessible car parking spaces at Bluewater. These guidelines represent current best practice and are based on:

1. a study of existing standards and guidelines
2. research into practice at three existing regional shopping centres.
3. research into perceived best practice

These guidelines are intended to provide initial guidance which will be supplemented by more specific guidance throughout the development of the external areas.

2. Summary of guidance

The following is a summary of the guidance contained in the report. Each guideline is intended to be used as an initial reference point. More detailed advice is available from the Joint Mobility Unit during their interpretation and application.

The reference number by each guideline relates to the detailed guidance given later in the report. This detailed guidance should be used as this summary is intended for quick reference only.

Provision

- 5.1 The recommended optimum number of accessible spaces is 524, (4% of total provision plus 4). The recommended minimum number of accessible spaces is 334 (2.6%), with the option to subsequently create a further 84 (0.6%) bays, a potential total of 418 (3.2%).
- 5.2 Drop-off points should be provided for people travelling in groups on accessible vehicles, and their location should comply with the guidelines given in section 8 below.

Distribution

- 6.1 Accessible parking spaces should be provided at every major entry point and at every facility around the site, for example, leisure facilities.
- 6.2 The level of provision at each entry point should reflect anticipated levels of usage of that entrance.
- 6.3 There should be proportionally more spaces at deck level so that weather protection is afforded.
- 6.4 Accessible parking spaces should be located as close to the entry points or deck-level lifts as possible. The optimum travel distance from accessible parking bay to entry point will not be greater than 50m. The maximum travel distance from accessible parking bay to entry point will not be greater than 150m.
- 6.5 Accessible spaces at each location should be grouped together.

- 6.6 Groups of accessible spaces should be physically segregated.
- 6.7 Drop-off points should be provided for people traveling in groups on accessible vehicles and their location should comply with the guidance given in section 8.

Parking bay design

- 7.1 The optimum width of accessible parking spaces is 3600mm by 4800mm. Alternatively, standard sized bays (2400mm by 4800mm) can be grouped in pairs with a shared 1200mm wide transfer zone between two bays
- 7.2 Transfer zones should have yellow cross-hatch road markings
- 7.3 Individual bays should be signed
- 7.4 The International Access Symbol of a wheelchair user should be painted in yellow or white on the tarmac to a minimum height of 1400mm.

Design of surrounding areas

- 8.1 Accessible parking bays should be indicated on all directional and service signs, from site entrance to bays themselves
- 8.2 Pedestrian routes from parking bays to entry points or lifts should not cross vehicular routes.
- 8.3 Clearly defined pedestrian only routes should be adjacent to accessible spaces.
- 8.4 Pedestrian routes should be free from obstacles
- 8.5 Obstacle free pedestrian routes should be an optimum width of 2000mm and a minimum width of 1800mm.
- 8.6 Pedestrian routes should be raised above the level of the vehicular routes to a minimum height of 75mm.
- 8.7 Where the pedestrian route is at a higher level than the car park, dropped kerbs should be installed at the end of all transfer zones.

- 8.8 Crossfalls should ideally not exceed 1%, but in any event should not exceed 2.5% (1 in 40) on all pedestrian routes and on accessible ways.
- 8.9 Car parks and pedestrian routes should be surfaced so as to maximise slip-resistance, especially when wet or covered in oil or other spillages.
- 8.10 Artificial lighting should create adequate, evenly distributed lighting levels, but should not create glare or shadows.
- 8.11 Car park ramps should have the minimum gradient and maximum width and radii that is possible without affecting functionality. Clear pedestrian routes should be provided around vertically deflecting speed control measures. Where possible, height clearances and turning circles should take into account some of the larger vehicles used by disabled drivers.
- 8.12 Consideration should be given to installing a "Service Call" system.
- 8.13 Machinery requiring operation by drivers should be avoided, for example ticket barriers.

Management issues

- 9.1 A firm enforcement policy should be developed and implemented to prevent the use of accessible parking spaces by able-bodied drivers.

3. Research and consultation

The following documents were referred to:

1. 'Traffic Advisory Leaflet 5/95 - Parking for Disabled People' guidelines published by the Department of Transport in April 1995
2. 'Reducing Mobility Handicaps' - guidelines published in revised form by the Institution of Highways and Transportation in July 1991
3. 'Designing for Accessibility' - guidelines published in revised form by the Centre for Accessible Environments in August 1994
4. 'Barrier-free design' - guidelines published by James Holmes-Siedle in March 1996
5. 'Vehicle Parking Standards' - published by Kent County Council in revised form in January 1995.
6. 'Mobility for all' - a study published by the AA in 1992

The following were consulted with regard to perceived best practice:

1. Douglas Campbell, Executive Director, Disabled Drivers Association
2. Peter Lainson, Chair, Access Committee for England
3. David La Rue, Transport Planner, Dartford Borough Council
4. Alun Francis, Mobility Unit, Department of Transport
5. Stuart Copland, Banstead Mobility Centre

The following were consulted with regard to parking at existing regional centres:

1. Stan Parker, Assistant Controller, Meadowhall
2. Colin Southgate, Promoter, Sheffield Forum of People with Disabilities
3. Anthony Rylands, Disabled Persons Access Officer, Sheffield City Council
4. Cyril Goodhand, External Services Manager, Metro Centre
5. Christine Pickersgil, Access Panel Coordinator, Gateshead Council on Disability
6. Damon Lee, Assistant Car Parks Manager, Lakeside
7. Tony Fish, Chair, Thurrock Access Group

4. Disabled people using private transport

Many disabled visitors to Bluewater will be unable or unwilling to use public transport and will rely on private transport, either driven by themselves or by someone else. The ease with which they can reach their destination will be determined by where they can park.

The following information is derived from a survey of 1130 disabled people carried out by the Automobile Association in 1992. The survey covered people with varying types and severity of disability throughout Great Britain.

1. 50% of people were able to get out of their house five or more times a week, and only 4% were unable to get out less than once a week. Men, in the age group 18-34 years, with access to a car and either economically or educationally active, were most likely to get out frequently.
1. The majority of people with disabilities who used cars did so as passengers.
2. 73% said that the private car was the most frequently used mode of transport. A further 16% used a car on some occasions. Only 66 of 1130 respondents had never used a car since becoming disabled, and this was usually because no car was available to them, rather than problems caused by disability.
3. On average, car drivers made more than 40% more trips per week than those who did not drive.
4. 60% of respondents were passengers in a car at least once a week, with women being more frequent passengers than men.
5. 85% of journeys made by disabled drivers were for shopping purposes. 60% of journeys made by disabled passengers were for shopping purposes.
6. Only 21% never need assistance while out of the house.
7. 75% stated that there were inadequate numbers of accessible car parking spaces.

8. 94% stated that able bodied people use accessible spaces.
9. 81% stated that some able-bodied people use Orange Badges belonging to a disabled relative when that relative is not with them.
10. 41% have, on some occasion, had to abandon their trip because they were unable to find a suitable parking space.
11. One third of drivers had medical conditions that affected their driving ability from time to time. The majority of these had never had medical advice on how to deal with these problems.
12. 72% sometimes have difficulty getting from their car to their destination. Over 40% of problems encountered are as a result of excessive distances

Forecast trends

The Disabled Drivers Association does not predict any significant increase in the proportion of disabled people using private transport. However, disability is often age related and, in view of the aging nature of the population, it is generally predicted that the total number of disabled people will increase. It therefore seems logical to assume that the total number of disabled people using private transport will also increase over time.

It is hoped that the proposed JMU research into the incidence of disability in the catchment area and forecast trends will provide an indication of the extent of this anticipated increase.

5. Number of spaces

- 5.1 The recommended optimum number of accessible spaces is 524, (4% of total provision plus 4). The recommended minimum number of accessible spaces is 334 (2.6%), with the option to subsequently create a further 84 (0.6%) bays, a potential total of 418 (3.2%).

The recommended optimum provision reflects current guidance from the Department of Transport and the Institution of Highways & Transportation. Furthermore it would represent current best practice in the eyes of the Disabled Drivers Association.

This level of provision includes the bays which will be dedicated exclusively for users of the Shopmobility scheme. Further research into the provision of Shopmobility schemes will be necessary before the likely demand for such spaces can be predicted.

Bluewater will have a high degree of accessibility and many facilities that will benefit disabled people. It is therefore recommended that provision reflects current guidelines and perceived best practice. This should ensure that demand is met and will avoid the inconvenience and cost associated with retrospective alterations.

It has been proposed that the Joint Mobility Unit undertake research to determine the incidence of disability in the catchment area and to forecast a likely increase over time. This information should give a clearer indication of the likely demand for accessible parking.

It may be deemed desirable not to provide the recommended optimum amount initially but to retain the option to subsequently provide further spaces once demand can be more easily identified. In this case it is recommended that 80% of the recommended optimum minimum be provided from the outset, ie 420 spaces or 3.2% of total provision, with a further 20%, ie 104 spaces or 0.8% of total provision, designed to be suitable for subsequent conversion. This 80%/20% split is the same as that originally agreed with Dartford Borough Council.

The use of accessible spaces by able-bodied people makes it difficult to accurately assess whether provision is adequate. It is therefore strongly recommended that this improper use is minimised by good design and effective enforcement, both of which are referred to later in the report.

The recommended optimum provision exceeds the levels of provision at Meadowhall (2.3%) and Lakeside (1.9%), both of which have been shown to be inadequate. It is slightly less than the level of provision at the Metro Centre which has been shown to be excessive. However, it is worth noting that the Metro Centre does not have a Shopmobility scheme and it is therefore unlikely to attract as many disabled people. In addition, some disabled people appear not to use certain bays at the Metro Centre because of their location. It is proposed that the level of provision that is excessive at the Metro Centre will not be excessive at Bluewater.

The recommended minimum provision does not follow current guidelines, but does exceed the levels of provision at Meadowhall and Lakeside, both of which have been shown to be inadequate. Furthermore, this level of provision matches that originally agreed with Dartford Borough Council and exceeds current local planning guidelines.

In addition, the option to create additional spaces provides a potential solution to over-demand, although there are obvious cost implications involved in altering signs and markings. If additional spaces are to be created, it is recommended that existing family spaces are not altered as this may well be viewed unfavourably by parents.

Standards

Dartford Borough Council have previously approved the provision of:

334 (2.6%) accessible bays and 84 (0.6%) family bays to the same size, a total of 418 (3.2%) larger bays, within a total of 13000 spaces.

Dartford Borough Council apply Kent County Council's Vehicle Parking Standards which require:

*up to 100 spaces - 4 accessible spaces,
thereafter, for every 100 spaces - 2 accessible spaces*

The Vehicle Standards were last revised in January 1995 and no further revision is expected in the near future. Dartford Borough Council have no evidence that this level of provision is inadequate.

Guidelines

'Traffic Advisory Note 5/95' and 'Reducing Mobility Handicaps' both state that:

For car parks associated with shopping areas, leisure or recreational facilities, and containing over 200 spaces, provision should be: 4% plus 4 spaces.

My interpretation of this is that 4 spaces are generally required for car parks up to 100 spaces in size, thereafter a percentage is applied, for example 2% by Kent County Council, 4% by the Department of Transport and the Institution of Highway Engineers and Transportation. Total provision is therefore expressed as a 'percentage plus four'.

Current practice

Metro Centre: 320 (4.3%) accessible spaces out of a total of 7500, (calculated initially as 4% plus 20)

It is not clear why 'plus 20' was employed, as opposed to 'plus 4'.

The Metro Centre's External Services Manager reports that the accessible spaces are never fully occupied, despite a high level of unauthorised use by able-bodied car users.

The accessible spaces which remain empty are those located on the 4th floor of the multi-storey car park. These particular bays involve the longest travel distances from site entrance to parking bay and from parking bay to Centre, implying that their location makes them unpopular. This is supported by the fact that, at peak times, Orange Badge holders chose to park on yellow lines outside the entrance rather than use the 4th floor accessible bays.

Gateshead Council on Disability confirm that levels of provision are generally adequate but that abuse by able bodied drivers is a significant problem which can result in shortages.

Meadowhall: 273 (2.3%) accessible spaces out of a total of 12000.

Meadowhall's Assistant Controller stated that the total provision of accessible spaces is used at peak times, particularly those which are physically segregated and intended for use by customers of the SavaCentre supermarket.

Sheffield's Forum of People with Disabilities stated that more spaces are required and confirmed that abuse of accessible spaces compounds the problem of under-provision.

Sheffield City Council's Access Officer said that the abuse of accessible spaces makes it hard to categorically state whether the number of accessible spaces matches demand. However, the overriding impression is that more spaces are needed.

Lakeside: 230 (1.9%) accessible spaces out of a total of 12000

Lakeside's Assistant Car Parks Manager reported that provision generally met demand but that possibly 20 or so more spaces would be useful at weekends (increasing total provision to 250 or 2.1% of the total). The 50 spaces designated exclusively for Shopmobility users are invariably oversubscribed due to the popularity of the scheme which currently has 4,500 members. Once again accessible spaces are used by those who do not need them.

Thurrock Access Group stated that the overall provision was reasonably adequate but that use by non-disabled people was a problem.

Best practice

The Disabled Drivers Association (DDA) state that the Department of Transport's recommended provision of 4% plus 4 represents optimum provision. They stated further that this was rarely achieved in practice but referred to their recent successful attempts to persuade Brent Cross to increase provision to these levels. DDA do not foresee any significant increases in the numbers of disabled people using private transport.

- 5.2 Drop-off points should be provided for people travelling in groups on accessible vehicles and their location should comply with the guidelines given in section 8 below.

Further research and local consultation is needed in order to predict the demand for such spaces.

6. Distribution

- 6.1 Accessible parking spaces should be provided at every major entry point and at every facility around the site, for example leisure facilities.

This will provide choice to disabled people, enabling them to minimise travel distances from vehicle to destination.

This practice has been adopted at Meadowhall, Lakeside and Metro and is deemed desirable by all consulted. In addition, the Disabled drivers Association point out that provision at Brent Cross has been improved now that spaces are located at each entry point, rather than in one block.

- 6.2 The level of provision at each entry point and at each facility should reflect anticipated levels of usage of that entrance.

If it is anticipated that certain entry points will be more popular than others with shoppers in general, the level of provision should be increased accordingly. An obvious example of this will be the entry point to the Shopmobility scheme and consideration should be given to providing a designated area exclusively for the use of Shopmobility customers.

It would appear that this practice has been adopted where possible at the three Centres that were researched. The importance of predicting usage is emphasised by the Metro Centre, where accessible parking at one location is not used because of the unpopularity of the entrance it serves.

- 6.3 There should be proportionally more spaces at deck level so that weather protection is afforded

In general terms, people prefer surface to deck parking. However this preference is largely based on experiences of older multi storey car parks which are not very user-friendly. This will not be the case at Bluewater. Furthermore parking in the deck car parks at Bluewater will not involve the lengthy journeys by lift that occur at many existing shopping centres.

Exposure to the elements is one of the major inconveniences encountered by disabled people who often take longer to travel a certain distance or exit/enter a vehicle. However, disabled people obviously like to enjoy good weather. It is therefore important to provide a choice.

It is difficult to accurately predict the degree of personal preference for surface or deck parking and I suspect that preferences will vary according to weather conditions. It is therefore recommended that greater provision be made at deck level, say 75%. It is hoped that disabled people will appreciate that this is to afford them protection. Furthermore, the high quality design of the deck level will reduce the likelihood of complaints being received.

Research into provision at other Centres indicates that parking is provided under cover where possible but that a smaller number of surface parking spaces were also provided. It was not possible to obtain accurate proportional information. Experience at the Metro Centre demonstrates that it is important that parking spaces that are under cover are pleasant and convenient to use.

- 6.4 Accessible parking spaces should be located as close to the entry points or deck-level lifts as possible. The optimum travel distance from accessible parking bay to entry point will not be greater than 50m. The maximum travel distance from accessible parking bay to entry point will not be greater than 150m.**

Most disabled people have limited travel ranges, after which they will need to rest. These travel ranges vary from one individual to another but certain recommended maximum travel distances are deemed to reflect the needs of the majority - 50m for stick users, 100m for ambulatory disabled people who do not use a stick, and 150m for wheelchair users and people with visual impairments.

'Reducing Mobility Handicaps', published by the Institute of Highways and Transportation, contains researched information on the percentages of people who are able, with assistance, to move at least the stated distance without a rest:

	18m	68m	137m	180m	360m
Wheelchair users	100%	95%	95%	40%	15%
Visually impaired people	100%	100%	95%	50%	25%
People using sticks	90%	75%	60%	20%	5%
Ambulatory, without walking aid	95%	85%	75%	30%	20%

6.5 Accessible spaces at each location should be grouped together.

This will make it easier to locate a free space and will also discourage unauthorised use of the bays to some degree.

6.6 Groups of accessible spaces should be physically segregated from standard parking.

The use of accessible spaces by able bodied drivers is a significant problem. Creating a clearly defined area of accessible parking will prevent general traffic from driving past these spaces, reinforcing their reserved nature and hopefully reducing abuse. For security reasons, care should be taken to ensure that these reserved areas remain visible from other parts of the car park. Segregation might take the form of low-level landscaping or pedestrian walkways.

6.7 Drop-off points should be provided for people travelling in groups on accessible vehicles and their location should comply with the guidelines in section 8.

Further research will be necessary to predict the demand for such drop-off points and the dimensions of typically used vehicles.

7. Parking bay design

- 7.1 The optimum width of accessible parking spaces is 3600mm by 4800mm. Standard sized bays (2400mm by 4800mm, or 2600mm by 4800mm as proposed) can be grouped in pairs with a shared 1200mm wide transfer zone between two bays (figure 1).

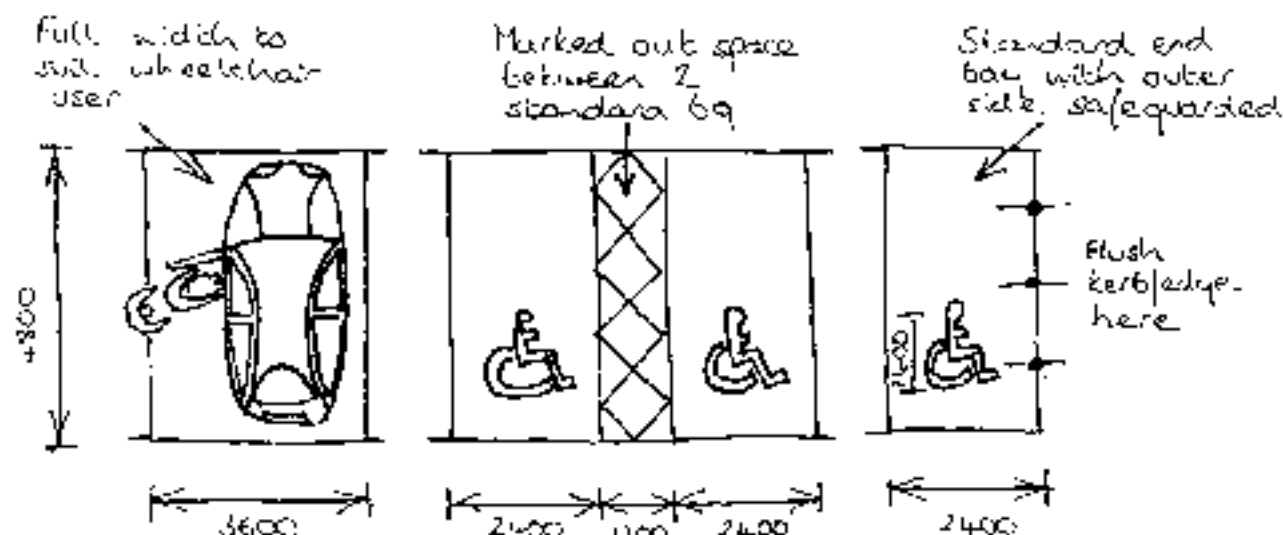


figure 1: size of accessible parking bays

Providing two adjacent standard sized bays with a transfer zone on either edge minimises land use. This is accepted as reasonable and intelligent by the Disabled Drivers Association and individual disabled drivers who have been consulted.

Vehicle users may have to wait on occasion for a neighbouring vehicle user to finish using the shared transfer zone, but this will be a relatively rare occurrence and is not perceived as unreasonable. Vehicle users requiring a transfer zone on, for example, the driver's side, may have to reverse into a space if 'left hand bays' only remain. Once again this is not seen as unreasonable.

A shared transfer zone also enables any necessary dropped kerbs to be installed in a location which should ensure that they are not obstructed by parked vehicles.

If end bays are flush with the adjacent area, for example the adjacent footway, there is no need to provide a transfer zone, provided that the adjacent area is level (maximum crossfall 2.5%) and free of obstructions (for at least 1200mm from edge of bay).

7.2 Transfer zones should have yellow cross-hatch road markings

To emphasise the importance of keeping this area clear.

7.3 Individual bays should be signed

Signs should be either:

1. the sign shown in Diagram 661 of the Department of Transport's 'Traffic Signs Regulations and General Directions' (TSRGD) should be used - the black wheelchair symbol in an orange/yellow square, accompanied by the white P in a blue square, and the text 'Disabled badge holders only'.

or

2. white 50mm high, upper and lower case lettering on a dark blue background with the International Access Symbol (figure 2), which should be at least 200mm high, white on a blue background.

As the car parking is privately owned signs do not have to comply with the TSRGD. However these signs may be more readily and cheaply available and may be perceived as more authoritative by able-bodied drivers.

The advantage of the signs described in 2. is that they are more visible, potentially helping all drivers including those who are short-sighted.

In any event, the signs should not be obscured by a vehicle parked in the space and should therefore be located so that the top of the sign is 1600mm high.

Signs should also state that this area is regularly checked and that action will be taken against improper use.

Signs should also state that this area is regularly checked and that action will be taken against improper use.

- 7.4 The International Access Symbol of a wheelchair user should be painted in yellow or white on the tarmac to a minimum height of 1400mm (figure 2).



figure 2: International Access Symbol

8. Design of surrounding areas

8.1 Accessible parking bays should be indicated on all directional and service signs, from site entrance to bays themselves

Signs should be either:

1. The white wheelchair symbol in a black square as shown in diagram 2113 of the 'Traffic Signs Regulations and General Directions' (TSRGD). If space allows, the white 'P' parking symbol in a blue square (TSRGD Diagram 2113.1) should also be used.

or

2. Incorporate the International Access Symbol (figure 2) and utilise at least 75mm high, upper and lower case lettering, contrasting in tone with the background, eg, white against dark blue.

As the car parking is privately owned signs do not have to comply with the TSRGD. However these signs may be more readily and cheaply available.

The advantage of the signs described in 2. above is that they are more visible, potentially helping all drivers including those who are short-sighted.

Some type of variable message sign would be helpful to show the availability of accessible bays in certain locations but this will require monitoring equipment to be in place. Variable messages will be particularly helpful if certain areas are to be closed at off-peak times.

Where names of car parking areas are shown, approximate distances should be included.

Signs should not be located in pedestrian routes.

8.2 Pedestrian routes from parking bays to entry points or lifts should not cross vehicular routes.

If pedestrian routes cross vehicular routes, consideration should be given to providing pedestrian controlled crossings, for example zebra crossings. In any event, the design of the vehicular and pedestrian routes should maximise the visibility of pedestrians waiting to cross and minimise the speed of vehicles.

If, at pedestrian crossing points, the vehicular route is at a lower level than the pedestrian route, a dropped kerb (figure 3) and tactile paving (figures 4, 5 and 6) should be installed. If the vehicle route is at the same level as the pedestrian route, tactile paving should again be installed (figures 4, 5 and 6).

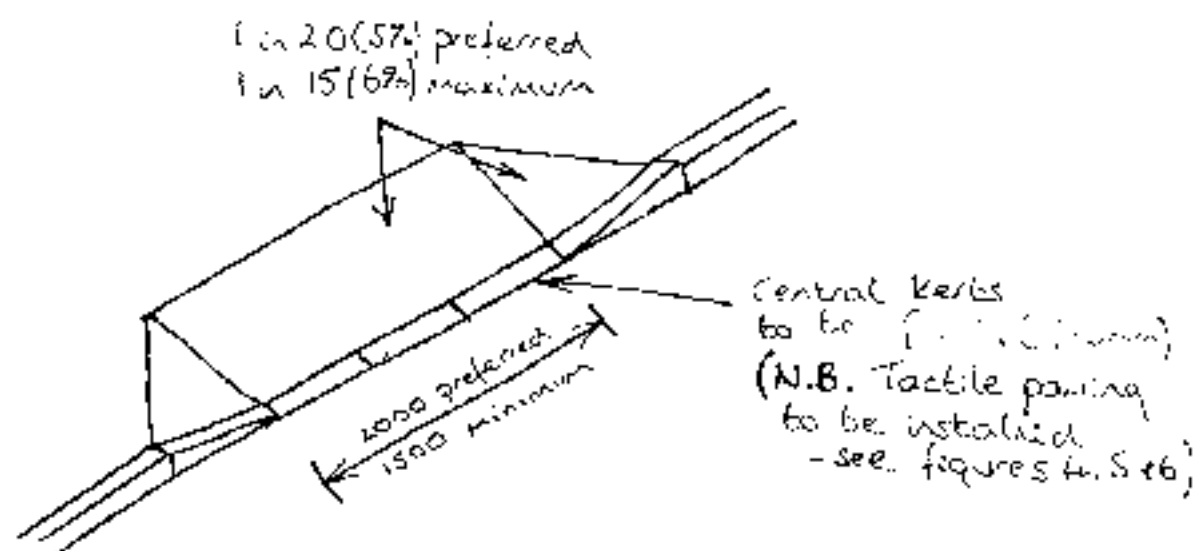


figure 3: dropped kerb detail at junction of pedestrian and vehicular routes

Dropped kerbs should finish completely flush (+/- 6mm) with the surface of the bay as a lip can cause difficulties for wheelchair users. It is commonly stated that this creates drainage problems but experience shows that it is possible to provide adequate drainage at flush kerb locations. Drainage grilles should not be placed at dropped kerbs as they can trap the front wheels of wheelchairs.

The least possible gradient should be used. The gradient for the ramp or flare parts of the dropped kerb should not exceed 1:15 (6%), and should ideally be 1:20 (5%). Guidelines from the Department of Transport state that maximum gradients should not exceed 1:12 (8%). However, many wheelchair users find this gradient impossible to negotiate independently. It is understood that a 1:12 gradient should only be used where existing narrow footways make it impossible to provide a 1:15 gradient.

Dropped kerbs should be a minimum of 1500mm wide and should ideally be 2000mm wide. Dropped kerbs that are narrower than 1500mm will require a slower, more accurate approach which will be difficult if pedestrian flows are high.

In the absence of a kerb, visually impaired people rely on tactile paving to indicate the junction between pedestrian and vehicle routes.

If the crossing is controlled, the paving should be red in colour. If the crossing is not controlled, the paving should be buff or any other colour, except red, which contrasts with the surrounding footway.

If the flush kerb crossing point is in the desire line of pedestrians, i.e. an in-line crossing point, modified blister tactile paving should be installed across the full width of the flush area, to a depth of 1200mm (figure 4). This depth will ensure that the surface is encountered by a visually impaired person walking quickly towards the flush kerb.

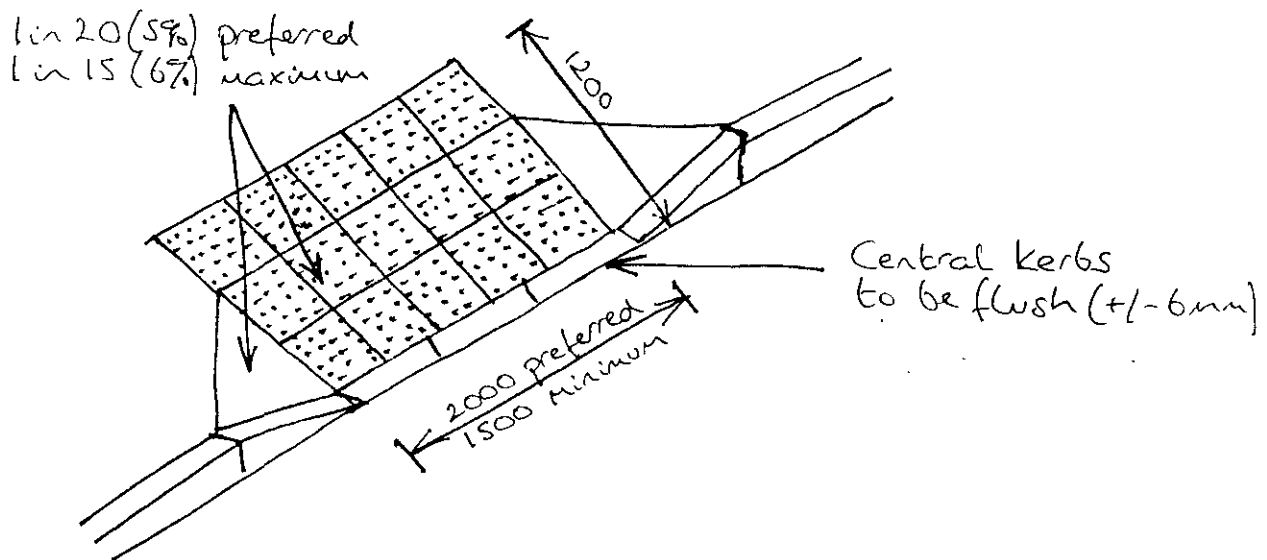


figure 4: modified blister layout at uncontrolled in-line crossing

If the flush kerb crossing point is **not** in the desire line of pedestrians, ie a conscious change of direction would be required to encounter it, modified blister tactile paving should be installed across the full width of the flush kerb to a depth of **800mm** (figure 5). A lesser depth is required because visually impaired people will be walking more slowly if they have made a conscious change in direction.

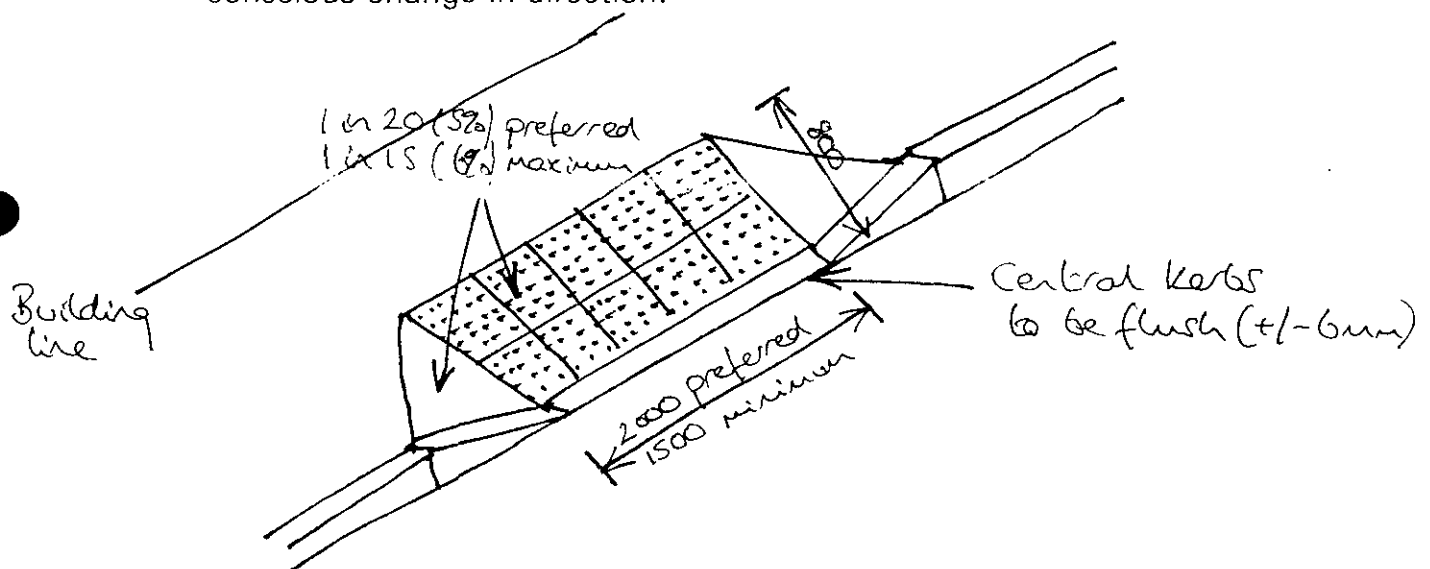


figure 5: layout of modified blister paving at an uncontrolled crossing point that is not in-line

If the crossing point is controlled, for example a zebra crossing, consideration should be given to installing a stem of tactile paving. This stem will extend from the crossing point across the desire line of travel so that it is encountered by visually impaired pedestrians who will then follow it to the crossing line (figure 6).

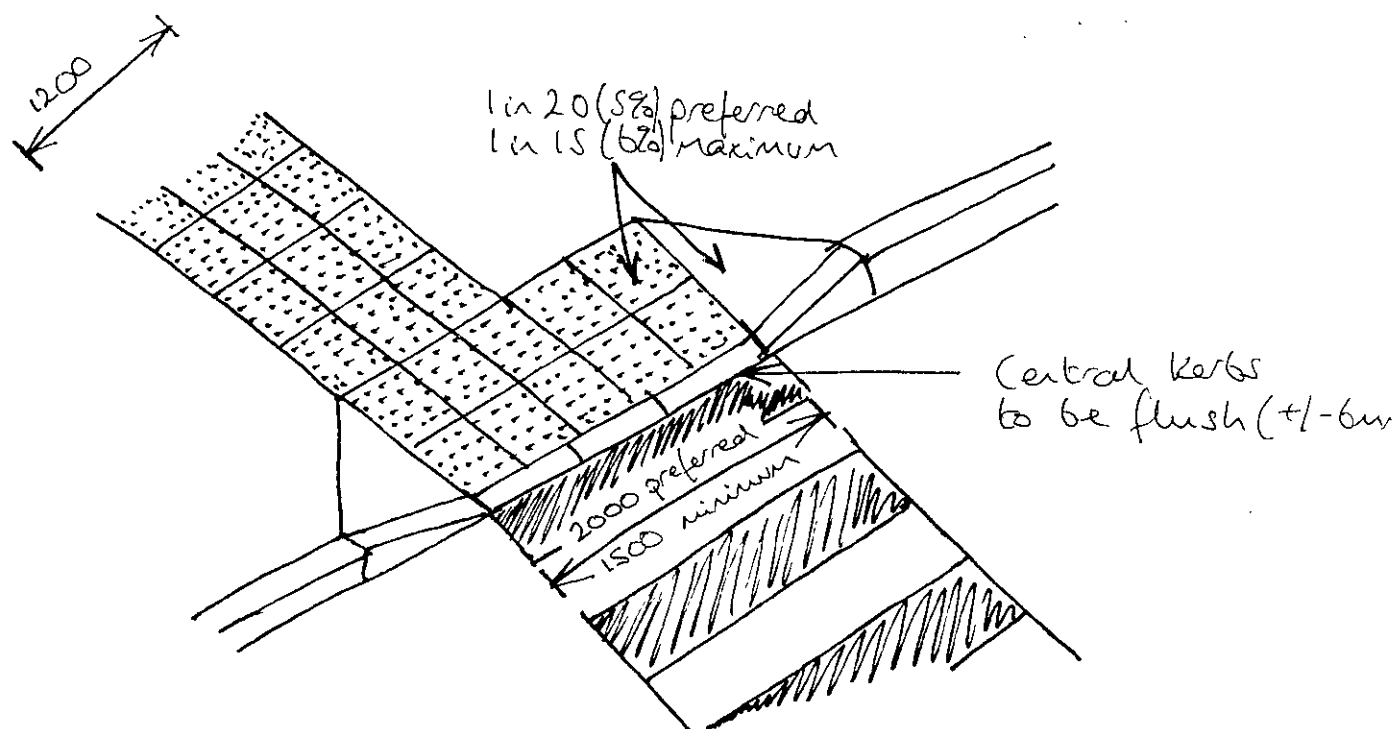


figure 6: layout of modified blister tactile at controlled crossing points

8.3 Clearly defined pedestrian-only routes should be adjacent to accessible spaces.

Where possible, disabled people should be able to move onto a safe pedestrian route without having to cross the path of vehicles.

8.4 Pedestrian routes should be free from obstacles

Overhead obstacles, including vegetation, should not be lower than 2.5m.

- 8.5 Obstacle free pedestrian routes should be an optimum width of 2000mm and a minimum width of 1800mm (after allowance has been made for any vehicle overhang).

1800mm will invariably enable two wheelchair users to pass (or a wheelchair user and a parent with a pushchair)

- 8.6 Pedestrian routes should be raised above the level of the vehicular routes to the height of a standard kerb.

Visually impaired people can detect typical kerbs, enabling them to keep to the pedestrian route. Kerbs also effectively prevent vehicles from intruding onto pedestrian routes. A suggested height range for kerbs is 75mm to 100mm. The lower the kerb, the shorter the ramp length required to provide an optimum ramp gradient at a dropped kerbs.

- 8.7 Where the pedestrian route is at a higher level than the car park, dropped kerbs should be installed at the end of all transfer zones (figure 7).

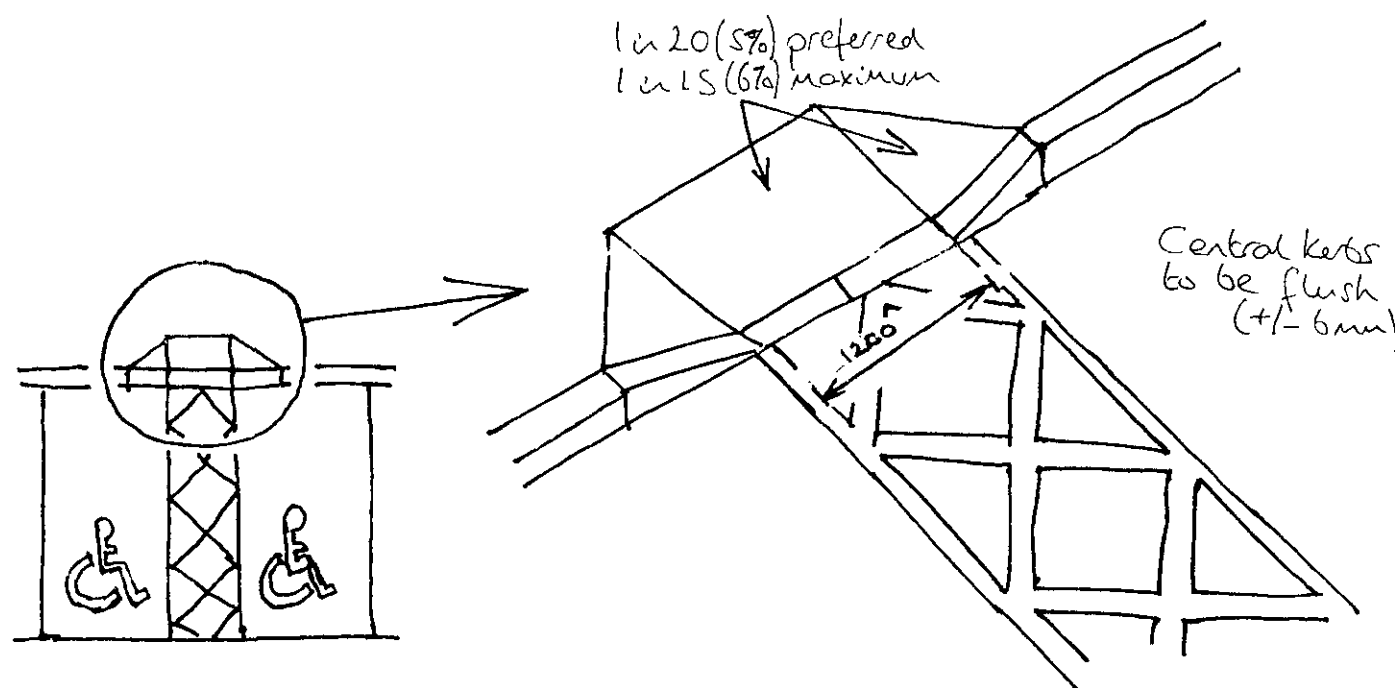


figure 7: dropped kerbs to accessible parking bays

Dropped kerbs (see 8.2) should finish completely flush (+/- 6mm) with the surface of the bay as a lip can cause difficulties for wheelchair users. It is commonly stated that this creates drainage problems but experience shows that it is possible to provide adequate drainage at flush kerb locations. Drainage grilles should not be placed at dropped kerbs as they can trap the front wheels of wheelchairs.

The least possible gradient should be used. The maximum gradient for the ramp or flare parts of the dropped kerb should not exceed 1:15 (6%). Guidelines from the Department of Transport state that maximum gradients should not exceed 1:12 (8%). However, many wheelchair users find this gradient impossible to negotiate independently and it is understood that a 1:12 gradient should only be used where existing narrow footways make it impossible to provide a 1:15 gradient.

Dropped kerbs should be 1200mm wide. Generally, wider dropped kerbs are preferred, up to a maximum of 2000mm, for ease of use as narrow footways often mean that dropped kerbs have to be approached at an angle. However, this will not be the case at Bluewater where dropped kerbs may be approached head-on.

Generally, in the absence of a kerb, visually impaired people will rely on tactile paving to indicate the junction between pedestrian and vehicle areas. However, it is felt that this is unnecessary in this location as the risk to pedestrians straying unknowingly off the pedestrian route is not as great as it would be if the dropped kerb led to a vehicle route, for example, at a junction between pedestrian and vehicle circulation routes (see 8.2).

8.8 Crossfalls should ideally not exceed 1%, but in any event should not exceed 2.5% (1 in 40) on all pedestrian routes and on accessible bays

Research has indicated that crossfalls in excess of 1% cause difficulty for 20% of wheelchair users and ambulatory disabled people. However, it is stated by engineers that crossfalls of 2.5% are needed to provide adequate drainage.

8.9 Car parks and pedestrian routes should be surfaced so as to maximise slip-resistance, especially when wet or covered in oil or other spillages.

By way of a guide, dry friction should be in the range 35 to 45.

8.10 Artificial lighting should create adequate, evenly distributed lighting levels, but should not create glare or shadows

The ability of partially sighted people to use their residual vision is extremely dependant on lighting conditions.

In general terms, visually impaired people require approximately 25% more light. High pressure sodium discharge lamps are preferable to low pressure lamps which suppress the colour spectrum, making it harder for partially sighted people to detect contrasts in colour.

Variations in lighting levels, ie, patches of light and dark, create problems for partially sighted people as their eyes take longer to adjust. Many people are acutely sensitive to glare, usually caused by poorly positioned and poorly guarded luminaires, or by reflective surfaces. Shadows may be perceived as physical barriers.

8.11 Car park ramps should have the minimum gradient and maximum width and radii that is possible without affecting functionality. Clear pedestrian routes should be provided around vertically deflecting speed control measures. Where possible, height clearances and turning circles should take into account some of the larger vehicles that are used by disabled drivers.

The Disabled Drivers Association state that disabled drivers should be as capable of controlling their vehicle as able-bodied people and that no special provision should be necessary. That said, certain actions will be more physically demanding, for example, driving down a steep ramp. In addition, a 1992 survey of 1130 disabled drivers found that one-third had medical conditions that affected their driving ability from time to time.

It would therefore seem sensible to ensure that ramp gradients are minimised and that widths and turning circles are maximised. However, it is accepted that the functional efficiency of the car park must not be affected, especially with regard to speed control, and that there will be limitations on space. It is perhaps most appropriate that these features are discussed in more detail when designs are available.

Many people find it impossible or uncomfortable to negotiate vertically deflecting speed control measures, for example, road humps. Pedestrian routes should be designed so that these can be avoided.

The Banstead Mobility Centre have supplied the following dimensions of the most commonly used people carriers:

	Length	Width	Height	T Circle
Nissan Serena	4315mm	1696mm	1835mm	11.6m
Mitsubishi Space Wagon	4495mm	1695mm	1615mm	11.0m
VW Sharan	4620mm	1810mm	1730mm	11.7m
Ford Galaxy	4620mm	1810mm	1730mm	11.7m
Renault Espace	4429mm	1795mm	1695mm	10.6m
Fiat Ulysses	4454mm	1834mm	1714mm	11.8m
Peugeot 806	4454mm	1834mm	1714mm	12.35m
Citreon Synergie	4454mm	1834mm	1714mm	11.75m
Toyota Previa	4750mm	1800mm	1810mm	12.2m
Honda Shuttle	4750mm	1790mm	1640m	12.2m

8.12 Consideration should be given to installing a 'Service Call' system.

This system enables people to summon service or assistance, for example, to get out of their car, or to take delivery of a wheelchair. In simple terms, Service Call is an infra-red system whereby the user will point a small battery powered transmitter at a receiver installed by the car park operator. A control point will then be informed that assistance is needed. The manufacturer claims that test marketing has shown willingness by retailers to have a receiver if their premises are frequented by disabled people. Systems are already in place at some BP and Shell petrol stations where people cannot serve themselves, and Barclays Bank and Halifax Building Society will apparently consider favourably any request made by a disabled customer.

More details, can be submitted as part of the proposed JMU report on new technology.

8.13 Machinery requiring operation by drivers should be avoided, for example ticket barriers.

Many people find it difficult to operate such machinery.

9. Management issues

A firm enforcement policy should be developed and implemented to prevent the use of accessible parking spaces by able-bodied drivers.

Improper use of accessible spaces is a problem in all locations, including regional shopping spaces. This prevents the use of spaces by disabled people and makes it difficult to determine whether adequate provision has been made. Enforcement policies vary but invariably involve regular checks of the facility. Enforcement action varies from stickering to clamping with a removal fee. Further work is needed to identify an appropriate policy.

10. The Joint Mobility Unit

The Joint Mobility Unit (JMU) is a service provided by Royal National Institute for the Blind (RNIB) and Guide Dogs for the Blind Association (GDBA).

The JMU provides information, training and consultancy services that are designed to assist those wishing to create or operate environments that all can use and enjoy safely, independently and without undue restriction.

The JMU specialises in the design of public buildings, the pedestrian environment, public transport systems, and information systems.

The JMU is the authoritative source of design guidance on how to meet the needs of blind, deafblind and partially sighted people. However, the design techniques promoted by the JMU reflect the needs of all people with mobility problems, not just those who are visually impaired. None of these techniques need give rise to sterile or institutional environments. The care and attention to detail that is required when designing to meet the needs of people with mobility problems can, in fact, enhance the functional efficiency and aesthetic appeal of environments for all.

The JMU has well established links with other organisations of and for people with mobility problems, both at a national and local level. It also has access to other services and expertise within RNIB and GDBA, for example services relating to employment and information.

For further information please contact:

***Andrew Gatenby or Peter Barker on 0171 387 2233
or Tom Lister on 0131 346 1966***

Bluewater

**Bus station
Appraisal and guidance**

3 March, 1997

Andrew Gatenby

Contents

Introduction	3
Summary of recommendations	4
Analysis & recommendations:	
1. General layout	8
2. Lobby	8
3. Toilets	9
4. Waiting/circulation area	9
5. Seating	11
6. Bus platform	12
7. Information	12
8. Lighting	13
9. Police station	14
Appendices:	
Drawings:	
1. 1:50 plan & section	
1:200 plan	
JMU guidance:	
2. Entrances & doors	
3. Communication/Information	
4. Floor finishes	
5. Signing	
6. New technology	
7. 'Accessible Public Transport Infrastructure'	
8. 'Recommended specification for buses'	
9. 'Draft guidelines for tactile paving'	

Introduction

This report is an appraisal of the proposed design of the Bluewater bus station, plus design guidance on items to be designed.

Recommendations are based on current best practice and a critique of existing guidance. It is intended that these recommendations are supported by more specific guidance and further design appraisals.

A number of documents containing additional guidance are attached as appendices.

This report has been requested by Andrew Maryniak of Benoy.

- Provide covered seating at the mid-point of the journey from the far bays to the lobby, ensuring that it does not create an obstruction.
- Provide support rail (which will also act as a mid-height guard rail, see 2.2). Rail should be tubular with a diameter of 45-50mm, and at a height of between 800mm and 900mm. Rail should lead to bus entry point, but must not protrude into the line of travel, ideally returning to the ground or glazed side wall. Rail should contrast in colour/tone with background (bright colours are preferable) and be finished with epoxy or plastic coating so as to be pleasant to touch.
- Highlight glass with **manifestation** incorporating contrasting colours/tones (i.e. dark & light), min 150mm by 150mm or equivalent, at height of between 1400mm and 1600mm.
- Use solid lower sections where possible, contrasting them in colour/tone with the floor surface. If this is not possible:
- Attach 'skirting' (preferably 400mm high to withstand impact of wheelchair footrests) in contrasting colours/tones. In addition, it is helpful to supply a lower 'guard' or 'tapping' rail with at 200mm above ground level.
- Install mid-height bar or rail in contrasting colour/tone. In certain waiting areas, this rail could be designed to provide support (see 4.1)
- If it is impractical to provide a mid-height bar, repeat **manifestation** described above at height of between 850mm and 1000mm.
- Contrast colour/tone of column with background against which it is seen.
- Highlight column with **continuous band**, minimum 75mm deep, which contrasts in colour/tone with column itself, at a height of between 1400mm and 1600mm. Further highlighting might be achieved by attaching high-visibility signs (see 7.2).
- attach 'skirting' (preferably 400mm high to withstand impact of wheelchair footrests) in contrasting colour/tone. In addition, it is helpful to supply a lower 'guard' or 'tapping' rail at 200mm above ground level.
- Consider incorporating contrasting colours/tones and contrasting textures in a strategic and aesthetically pleasing manner. This should be done in conjunction with the JMU.

- JMU's Sign Consultant, Mark Rose, to meet with **Bluewater sign consultant** at earliest opportunity to ensure that accessible principles can be incorporated.
- The incorporation of **electronic information** should be considered now, with provision made for an electricity supply to the bays.
- Consideration should be given to the incorporation of **electronic wayfinding** systems, so that appropriate electricity supplies can be planned.
- Consider incorporating **contrasting colours/tones and contrasting textures** in a strategic and aesthetically pleasing manner. This should be done in conjunction with the JMU.

Lighting

- JMU to meet with lighting consultants as soon as possible.

Police station

- Obtain **written confirmation** from Kent Constabulary.
- Submit more **detailed plans and sections** on police station design to JMU when available. Refer to JMU guidance on entrances, finishes etc. (appendix).
- Ensure that there is a **minimum 300mm** clear space between the leading door edge and any adjacent wall.

- If it is impractical to provide a mid-height bar, repeat **manifestation** described above at height of between 850mm and 1000mm.

2.3 Finishes have not been decided.

- Refer to **JMU guidance** (appendix 4) on finishes and submit proposals for appraisal.

3. Toilets

3.1 One unisex accessible toilet is sufficient.

3.2 Corridor widths and space provision meet minimum requirements but may be inadequate for some people, especially those using large wheelchairs.

- If possible, **widen corridor and enlarge accessible WC area**. Internal layout should comply with 'Bluewater' standard currently being agreed by JMU and Lend Lease (JMU to submit details as soon as possible). In the meantime, guidance is contained in 'Accessible Public Transport Infrastructure' p24 (appendix 7).

4. Waiting/circulation area

4.1 The seating is adjacent to, and not in, circulation routes, thus minimising the risk of obstruction. However it is important that the seating is appropriately designed and finished (see section 5).

4.2 No seating proposed in the 'triangular' waiting area of each bay

- **Install seating** along short 'base wall' of triangular waiting area (location 'B'). This might be the perch-type. Care should be taken to ensure that seating does not protrude into main circulation area.

4.3 No seating proposed for the bays farthest from 'lobby' which may be brought into use.

- **Provide seating at far bays** (location 'C').

- Highlight column with **continuous band**, minimum 75mm deep, which contrasts in colour/tone with column itself, at a height of between 1400mm and 1600mm. Further highlighting might be achieved by attaching high visibility signs (see 7.2).
- Attach '**skirting**' (preferably 400mm high to withstand impact of wheelchair footrests) in contrasting colour/tone. In addition, it is helpful to supply a lower 'guard' or 'tapping' rail at 200mm above ground level.

4.7 Contrasting colours/tones and contrasting surface textures can be strategically used to provide directional guidance and information

- Consider incorporating **contrasting colours/tones and contrasting textures** in a strategic and aesthetically pleasing manner. This should be done in conjunction with the JMU.

5. Seating

5.1 Seating should be easy to get into and out of, and comfortable to sit on. Perch-type seats are attractive to some people with arthritis, stiff joints or back problems, especially if being used for a short period. However, some find them insecure and uncomfortable. Traditional bench-type seats, with end (and possibly intermediate) arm rests, are more comfortable for most people for sitting on for longer periods. Arms help passengers to get into and out of a seat.

- Provide a **combination of perch- and bench-type seats** to suit different requirements, but provide more bench-type.
- A **combination of seat heights** would be preferable.
- **Arm rests** should be provided wherever possible.
- The majority of perch-type seats should have a **seat height** of approximately 700mm.
- The majority of bench-type seats should have a **seat height** of between 550 and 600mm.
- Seats should be **finished** so that they are as warm as possible to touch.

7.2 Signing should be high visibility and, where appropriate, tactile. This should include signing giving information about direction and location, for example directions to a certain stand, and confirmation of a certain stand.

- JMU's Sign Consultant, Mark Rose, to **meet with Bluewater sign consultant** at earliest opportunity to ensure that accessible principles can be incorporated (initial guidelines contained in appendix 5).

7.3 Electronic information systems are currently being trialled by a number of bus operators. These give visual or audible information that is either fixed, e.g. departures from a certain stand, or variable, e.g., arrival time of next bus. It is anticipated that these systems will be fully operational by the time Bluewater opens.

- The incorporation of **electronic information** should be considered now, with provision made for an electricity supply to the bays (information given in appendix 6).

7.4 Electronic wayfinding systems are also being trialled in a transport environment and will be fully operational when Bluewater opens.

- Consideration should be given to the incorporation of **electronic wayfinding** systems, so that appropriate electricity supplies can be planned (information given in appendix 6).

7.5 Contrasting colours/tones and contrasting surface textures can be strategically used to provide directional guidance and information

- Consider incorporating **contrasting colours/tones and contrasting textures** in a strategic and aesthetically pleasing manner. This should be done in conjunction with the JMU.

8. Lighting

8.1 No details on lighting are available at present. It is important that lighting levels are adequate and even, avoiding sharp contrasts through the use of transitional zones, and that shadows and glare are avoided.

- JMU to **meet** with lighting consultants as soon as possible.

Bluewater, Kent

**Shopmobility
(Draft report)**

13 August 1996

by Tim Pope and Andrew Gatenby

Contents

	page
1. Introduction	1
2. Summary of initial guidance	1
3. What is Shopmobility?	2
4. Benefits to Bluewater	3
5. Demand	4
6. Funding	4
7. Minimum provision	5
8. Location	5
9. Design of main outlet	7
10. Parking	7
11. Public transport	7
12. Signing	8
13. Human Resources	8
14. Mobility aids	9
15. Operating considerations	9
16. Publicity	10

1. Introduction

This report contains initial guidance on the provision of a Shopmobility scheme at Bluewater Regional Shopping Centre. It is intended that this initial guidance will be supplemented by more specific guidance on an ongoing basis.

The guidance is based on:

1. perceived best practice
2. national guidelines
3. experiences at other retail centres, especially regional shopping centres

2. Summary of initial guidance

1. Shopmobility is the term used to describe the provision of free or low cost mobility assistance to shoppers with reduced mobility, including disabled and older people and people suffering from illness or disability.
2. Bluewater Shopmobility should be funded by Lend Lease.
3. Retailers should be encouraged to support the scheme but this support should not be relied upon.
4. Bluewater Shopmobility should operate from one main outlet and a number of secondary outlets.
5. Discussions should be held between Lend Lease and the JMU to identify an appropriate location for the main outlet.
6. Two locations for consideration for the main outlet are a *Welcome Hall* and a unit adjacent to the designated accessible car parking.
7. Secondary outlets should be located in the Welcome Halls.
8. 20% of all accessible parking should be located in the car park nearest the main Shopmobility outlet and consideration should be given to reserving a proportion of these exclusively for Shopmobility users.
9. 'Drop-off' points should be provided no more than 40m from the main outlet.

The majority of customers to existing schemes are permanently disabled and around two-thirds require a wheelchair. As services for people with sensory impairments and other disabilities are improved the customer base is more likely to reflect the distribution of disability. Similarly, it is expected that more older people will use Shopmobility if attempts are made to allay any fears they may have.

4. Benefits to Bluewater

The benefits of Shopmobility to Bluewater and its tenants relate to the income and loyalty that is generated. Providers of schemes are seen to be forward looking, caring for the less able bodied within the community whilst fostering trade.

A 1992 survey by the HMSO/Oxford Retail Studies Unit estimated that disabled people spend on average almost the same as able bodied people (£148.72 per week as opposed to £149.87). In addition, many friends or relatives of people with mobility problems will not visit an inaccessible retail centre.

Local surveys have found that:

- Prior to the opening of the Shopmobility scheme, disabled people were not shopping as frequently as their able bodied counterparts (Woking, 1990)
- 63% of Shopmobility users would shop elsewhere if there was no Shopmobility scheme (Worcester, 1994)
- 20% of Shopmobility customers visit once a week whilst 13% visit once a month (Worcester, 1994)
- On average, 3% of customers spend £100-£200 per visit, 10% spend £50-£100, 45% spend £20-£50, 37% spend £10-£20, and 5% spend under £10 (Worcester, 1994)
- The Shopmobility scheme brought in at least £500,000 extra trade during its first two years of operation (Redditch, 1989).

7. Minimum provision

The Department of Transport has drawn up a set of simple criteria that they use to assess the eligibility of each Shopmobility scheme to use an approved symbol. These criteria give a useful indication of the absolute minimum provision that should be made.

1. Shopmobility should be open to all people with mobility handicaps, whether temporary or permanent, regardless of their place of residence.
2. Both manual and powered wheelchairs/scooters should be available.
3. Car parking should be provided for both Orange Badge holders and non Orange Badge holders who use the Scheme.
4. Car parking should be available at no more than 40 metres from the outlet for mobility aids.
5. Shopmobility should operate for a period of at least four hours on normal shopping days, excluding Sundays and Bank Holidays.

Where a Shopmobility scheme cannot comply with the above criteria, signs may still include the word 'Shopmobility' but not the symbol.

8. Location

The efficiency of a scheme is directly related to the proximity and ease of access to and from designated parking and shops to the transfer point, i.e. the Shopmobility outlet.

It is recommended that the Shopmobility scheme operates from one main outlet and a number of secondary outlets. A main outlet will provide a focal point for the scheme which will be particularly helpful to first-time and regular users. Secondary outlets will assist occasional visitors and provide aids throughout the scheme.

Discussions should be held between Lend Lease and the JMU to

8. Design of main outlet

The functions that take place in the main outlet will depend on its location and proximity to other facilities, but recommended minimum areas are:

office	34m ²
waiting area	19m ²
wheelchair transfer area	3m ²
wheelchair repair/storage/charging	49m ² (storage)
accessible toilet	3m ²

The charging of a large number of wheelchair batteries will require a well ventilated space. If any doubt exists, further advice should be sought from the Health and Safety Executive, an IBDA (Independent Battery Distributors Association) supplier, and/or local mobility equipment supplier.

All outlets should be fully accessible in line with JMU guidelines.

9. Parking

It is recommended that 20% of all accessible spaces be located in the car park nearest the main Shopmobility outlet. To comply with Department of Transport criteria, the maximum travel distance from parking space to outlet should not exceed 40m.

Consideration should be given to reserving a proportion of these spaces exclusively for Shopmobility users. This will have implications for signing and enforcement. Shopmobility spaces should be signed from the site entrances.

All aspects of accessible car parking provision should conform with the guidelines set out in the JMU report 'Accessible car parking' 18/6/96.

10. Public transport

Many disabled people will travel by public transport, community transport, or be given lifts. It is therefore important that 'drop-off' points are provided no more than 40m from the main outlet. Routes from drop-off points should be safe, accessible and pleasant to use.

13. Mobility Aids

The provision of escorts is detailed in the Human Resources section above

A variety of equipment should be available to suit all types and degrees of disability. The National Federation of Shopmobility will advise on equipment that has been found to be popular, safe and efficient in Shopmobility schemes nationwide.

It is recommended that equipment be purchased as near to the opening date as possible and that stocks be built up over time. This will enable new updated models to be acquired and particular demands to be met. For example, manual wheelchairs might have leg supports or be self-propelling, electric wheelchairs might have left or right hand controls, and scooters might have a variety of controls.

The average number of pieces of equipment owned by schemes shows a useful ratio.

Manual wheelchairs	12
Electric wheelchairs	4
Scooters	9

Schemes at existing Regional Shopping Centres have approximately 100 manual wheelchairs, 10 scooters, and one or two electric wheelchairs. This ratio appears to reflect what can be afforded rather than what is required. It was apparent at all schemes that more equipment, particularly scooters, would be welcome.

Typical approximate costs:

Manual wheelchairs	£ 600
Electric wheelchairs	£2000
Scooters	£3000

It is expected that reductions in these costs can be negotiated.

14. Operating considerations

The scheme should mirror shopping hours as far as possible.

The criteria for becoming a Shopmobility customer should be simply 'wanting assistance to get around'. 'Wanting' sounds weak but the obvious alternative of 'needing' implies that somebody other

Bluewater Shopmobility

Proposal

Introduction

This proposal is based on discussions with Marion Dillon of Lend Lease Projects Limited. It follows the submission of a JMU report on Shopmobility dated 13 August 1996. Ongoing advice will be given by the JMU.

1. Overview

1. Bluewater Shopmobility will provide free mobility assistance to visitors with reduced mobility, including disabled and older people and people suffering from illness or disability. Assistance will take the form of scooters, wheelchairs (electric and manual) and escorts.

1.2 It will be a member of the National Federation of Shopmobility.

2. Usage

2.1 If developed to maximum potential, the estimated average number of weekly trips will be at least 500, with at least 700 trips per week at Christmas.

2.2 If publicised prior to commencement, the scheme should initially attract a third of this weekly average, rising to its peak in 6 months.

2.3 On a weekly basis, usage is likely to peak when the Centre generally is quietest, whilst seasonal variations will match those for the Centre as a whole.

3. Management

3.1 A membership scheme will operate, with members encouraged to book in advance.

3.2 The scheme will require at least 2 members of staff (or equivalent). One member of staff will be trained to assume an overall co-ordinating role, introducing, managing and developing the scheme. All other customer care staff will be trained to be able to operate the scheme on a daily basis.

3.3 The 'co-ordinator' will develop sponsorship and a volunteer network.

3.4 If required, staff will escort new users for short periods, but volunteers will be encouraged for longer trips and to guide visually impaired people.

3.5 If required, staff will bring mobility aids to people's cars or to other locations in the Centre on request.

4. Equipment

4.1 The scheme will aim for a 30:60:10 ratio of scooters (approx. £2,000):manual wheelchairs (£250):electric wheelchairs (£2,000).

4.2 Equipment levels will be built up over time, starting with 12 scooters, 25 manual wheelchairs, and 4 electric wheelchairs. Subject to demand, this will rise to 36 scooters, 70 manual wheelchairs and 12 electric wheelchairs.

4.3 Accessories required will include leg supports, bags/baskets, special cushions and, possibly, rain gear.

5. Location

5.1 The Shopmobility outlet will be located in the Welcome Hall nearest House of Fraser.

5.2 The outlet will be near accessible toilets, seating and simple catering facilities.

5.3 The outlet will incorporate a partial low-level reception desk and storage for some manual wheelchairs. It will be located so that there is an adjacent clear space of at least 15m².

5.4 25 barriered accessible parking spaces will be located in the deck car park, no more than 40m from the outlet. In the same location, a further 25 accessible bays should be designed so that they can be barriered in the future. Barriers should be released by membership cards.

5.5 A two-way audible and visual link should be provided between parking area and outlet.

5.6 A ventilated, secure area, 300m², near the reserved bays will be used to clean, store, maintain and recharge equipment.

5.7 The outlet will be no more than 40m from a community transport drop-off point.

For further information, please contact Andrew Gatenby (0171 387 2233)

Bluewater

Draft Design Standard

Lakeside areas

7 April 1997

Contents

			Page
	Introduction		3
1.	Function		4
2.	Footpaths	General dimensions	4
		Width	4
		Gradient	4
		Crossfall	4
		Junctions	5
		Footway/footway	5
		Footway/highway	5
		Surfaces	5
		General	5
		Materials	5
		Edges	7
3.	Footbridges & boardwalks	Gates/barriers	7
4.	Steps		8
5.	Ramps		9
6.	Gates		10
7.	Furniture	General	10
		Seats	11
		Picnic tables	12
8.	Signing		12
9.	Providing other information		13
10.	Lighting		13
		Vegetation	13
Appendices	1.	Dropped kerbs & tactile paving	
	2.	Shared cyclist/pedestrian facilities	
	3.	Corduroy tactile warning surface (steps)	
	4.	Basic sign guidelines	
	5.	Sensory plants	

Introduction

This draft Design Standard has been produced for consideration by Fiona Blower, LLP Project Manager, and others identified by her.

It will be revised to reflect comments received and to include illustrations and appendices, plus any additional or amended information requested. The Design Standard will then form the basis for the design and construction of the Lakeside Areas. In line with the Bluewater Access Policy, the Project Team will only be allowed to deviate from this standard with the permission of Fiona Blower.

The JMU will supplement the Design Standard with ongoing design guidance and design appraisals.

1. Function

- Pedestrians should not have to share areas with cyclists, skateboarders, or any vehicle. Experience has shown that such shared facilities are, on the whole, inappropriate, and that the fear of collision deters many people with disabilities from using a particular facility.

2. Footpaths

2.1. General dimensions

Width

- The minimum obstacle free footway should be **1800mm** but wherever possible a minimum width of **2000mm** should be maintained. This will allow, for example, a wheelchair user and a parent with a pram to pass each other.
- Footway width should be increased to **3000mm** at facilities which encourage people to congregate, for example, information boards, viewing points.

Gradient

- Wherever possible routes should be level.
- Longitudinal gradients should not exceed **1 in 20**, and even these lengths should be kept to a minimum. Gradients in excess of this cannot be independently used by many disabled users, especially certain wheelchair users.
- If a 1 in 20 gradient cannot be achieved, the absolute maximum gradient should be **1 in 15**.
- **1 in 12** gradients are sometimes used in public buildings but cannot be used independently by many wheelchair users. As such 1 in 12 should only be used if the only alternative is to provide stepped access.
- Gradients in excess of 1 in 20 are, in effect, ramps and consideration should be given to observing maximum lengths and providing features such as continuous handrails (see section 5).

Crossfall

- Crossfalls should not exceed **2.5%** (1 in 40). If possible, a maximum crossfall of **1%** is preferred but it is accepted that this may result in

drainage problems. Excessive crossfalls can cause steering problems for many wheelchair users and other problems for people with ambulatory disabilities.

2.2. Junctions

Footpath/footpath

- Footpath corners should be splayed to allow easy turning.

Footpath/vehicular route

- Such junctions should be kept to a minimum.
- If predicted vehicle and pedestrian flows are high, a controlled or pedestrian priority crossing point should be introduced.
- Pedestrians waiting to cross should be clearly visible to drivers.
- The footpath/highway intersection should have a full height kerb upstand with a flush section, together with blister tactile paving at least **1800mm** wide. Guidance on the design of dropped kerbs and tactile paving is contained in Appendix 1.

2.3. Surfaces

General

- Surfaces should be smooth, firm, even, well drained, and slip-resistant in wet and dry conditions.
- Joints should be closed and flush to prevent the trapping of small wheels and canes. Chamfered block edges are acceptable provided that gaps do not exceed **10mm** in width, and that these 10mm wide gaps do not extend over more than 3m in length per 10m² of surface.
- Individual undulations should not exceed **10mm**.

Materials

- The most appropriate materials are tarmac, asphalt, concrete, bricks (not engineering or other non-porous bricks) or paving slabs.
- Well-compacted crushed rock, gravel or hoggin can present problems for those in wheelchairs and with walking disabilities if badly specified and constructed.

- Chippings that are too large on the surface will be too uneven to allow movement with either comfort or safety. If, on the other hand, the material is too fine and the layer too deep and uncompacted, wheels, sticks and callipers will easily become embedded, particularly in wet conditions. Conversely a smooth but thin surfacing layer may be easily eroded or washed away.
- One practical surfacing material is 'Binding Path Gravel' (also known as 'Asdug') from ARC, a sand, fine gravel and clay mixture that, when rolled firmly onto a well compacted hardcore base, forms a durable weather resistant and presentable looking surface suitable for wheelchairs.
- Another product is 'Fibredec', a composite material, available in a range of colours, that is sprayed on to a prepared base.
- Materials such as cobbles, setts, or wooden discs should not be used exclusively on main pedestrian routes. They add variety to a hard landscape but can produce irregular surfaces with wide joints that would make walking difficult and possibly unbalance people who are unsteady on their feet. These surfaces can be used as 'deterrent' or 'prohibitive' surfaces on areas not intended for walking on, for example around the base of a signpost, to indicate to a visually impaired person the presence of a potential obstacle or hazard. However, surface texture should not be the sole indication of a potential hazard, for example, a steep drop should also be protected by some form of barrier.
- More subtle variations in surface texture, for example a change from asphalt to paving slabs, can be deliberately used to convey messages to visually impaired people. These variations should extend at least **1200mm**.
- Variations in colour and tone can also be used in this way as many visually impaired people can detect strong contrasts.
- Drainage gratings and covers should be slip-resistant, flush with the surface, and be such that openings are not more than **13mm** wide. Gratings and slot type drainage should be sited away from the main pedestrian desire line and perpendicular to the flow so as not to trap small wheels.
- Dry friction should be in the range **35 to 45**.
- Continual maintenance and cleaning is most important.

2.4. Edges

- It is helpful to contrast the footpath with the adjacent area in terms of texture, colour/tone, and possibly height. For example, a visually impaired person moving from a compacted footpath contrasts to an adjacent grassed area will realise that they need to step back.
- Kerb edging of some form will make it much easier for visually impaired people to remain on a path and should be used wherever possible. Such edging should be **100mm** high to be detectable, especially by those using a long cane to scan the ground in front of them.
- Kerb edging will also helpfully prevent wheelchair users from unwittingly leaving the path. However, if they are being encouraged to do so, for example to have a picnic on a grassed area, flush edges should be provided.
- **100mm** kerb upstands should always be used if there is any form of slope down near the path.
- It is advisable to provide a level strip of at least **1000mm** between the path and the start of a downhill slope.
- If the slope or drop is steep i.e. there is a likelihood that someone would stumble if they unknowingly step on it, a continuous handrail or barrier should be provided. This should be **1000mm** high and be complemented with a lower 'tapping rail', the lower edge of which should not be no more than **200mm** above the walking surface. It would also be helpful if any barrier or handrail was a contrasting colour/tone to the background.

3. Footbridges and boardwalks

- Widths should be as specified for footpaths (see section 2.1).
- If a change in level is involved, this should ideally be ramped of gradient **1 in 20**. If this is not possible, a maximum **1 in 15** gradient should be provided.
- Ramps should be designed in accordance with the standard set out in section 5.
- Ideally, any ramp in excess of **1 in 15** should be accompanied by steps as some people experience with walking disabilities experience difficulty using ramps.

- Steps should be designed in accordance with the standard set out in section 4
- Where timber decking is used, any gap between individual boards should not exceed **10mm**. If weathering is likely to cause gaps, accumulated dirt may cause problems if they are less than **6mm**.
- If gaps in the region of **10mm** are anticipated, boards should be laid perpendicular to pedestrian flow to prevent wheelchair wheels becoming trapped.
- A slip-resistant surface should be provided, possibly an epoxy tar spray spread with grit.
- If there is no option but to use steep ramps, and additional slip-resistance is deemed necessary, it is accepted that some form of raised strip may be fixed perpendicular to the line of travel. Ideally, these will not be more than **6mm** proud of the surface as this is known not to cause undue inconvenience or discomfort.
- Galvanised or plastic coated wire mesh stapled to the boards is not recommended in case it becomes loose and creates a trip hazard.
- Continuous handrails should be provided on both sides of any bridge or boardwalk and any approach ramp or steps.
- The construction should be solid enough to support the weight of a person using a powered scooter (maximum **200kg**).

4. Steps

- Steps should be accompanied by a ramp (see section 5).
- Steps should ideally require a change in direction, i.e. they are not in the direct line of travel.
- If to be used at night, the staircase should be adequately and uniformly lit (see section 11).
- There should be no unprotected underside.
- The surface texture at the top and bottom of a flight should contrast with the preceding surface to warn visually impaired people. A specific profile is available for this purpose (see Appendix 3).
- The rise of a flight should not exceed **1200mm**.

- Steps should be uniform with going not less than **280mm** and the risers not more than **150mm**.
- Risers must not be open.
- All steps should be fitted with a permanent colour/tone contrasting nosing, extending the full width of the step, and to depth of **50-60mm** on both tread and riser. If nosing is painted, it should be regularly examined and maintained.
- Stair covering and nosing should be slip-resistant, non-reflective, firmly fixed and easy to maintain.
- A continuous handrail should be provided on each side of the flight and any landings (see below).
- The handrail should be **900mm** above the nosings pitch-line, and 1000mm above the surface of any landing.
- The handrail should project horizontally at least **300mm** beyond the top and bottom nosing, returning to the wall or with a positive end and not projecting into a route of travel.
- The handrail should be tubular in section of diameter **45-50mm** and formed from materials which provide good grip and are warm to touch e.g. nylon or powder coating, not polished metal finishes.
- The handrail should contrast in colour/tone with surrounding surfaces and should be supported on brackets which do not obstruct continuous hand contact, e.g. L-shape brackets.

5. Ramps

- Ramps should be accompanied by steps for people with walking disabilities.
- The tactile corduroy hazard warning surface should not be used.
- The gradient should ideally not exceed **1 in 20**, and, as a maximum, should not exceed **1 in 15**. **1 in 12** ramps should only be used if steps would otherwise be the only option.
- **1 in 15** ramps should not exceed **10000mm** before a landing, minimum 1500mm, is required.

- 1 in 12 ramps should not exceed **5000mm** before a landing, minimum **1500mm**, is required.

6. Gates

- Gates and other barriers should not be used unless absolutely necessary, for example to exclude cyclists or motor cyclists.
- If a gate is used, it should have a minimum clear opening width of **850mm**.
- Any latch mechanism should be **750-800mm** from the ground and preferably be operated by a lever with a horizontal mechanism as this does not require full strength in the hands in order to operate it.
- Gates should be logically designed so that they can be easily understood and used by somebody who is visually impaired.
- Self-closing gates should not have a closing weight in excess of **3.5kg**.
- A **400mm** deep metal kickplate should be provided at the base of a gate to improve ease of use by wheelchair users.
- A minimum clear space of **300mm** should be provided between the leading edge of the gate in its closed position, and the edge of the footpath.
- If a standard gate is inappropriate, it is possible to provide a kissing gate that admits wheelchair users and excludes motorcyclists (details available on request), but this would not exclude cyclists.
- Stiles often form an insurmountable barrier and are therefore not recommended. However there is a design of stile which does afford some degree of access (further information available on request).

7. Furniture

General

- All furniture should be set off, but adjacent to, pedestrian routes so that it does not become an obstruction, especially to visually impaired people.
- The amount of furniture should be minimised, and, where possible, items should be grouped or combined, for example, seating grouped

with litter bins and a combined lighting/signing column. This minimises the number of individual obstacles to be negotiated.

- There should be no sharp or protruding parts.
- All items should continue to ground level, i.e. there should be no tapering or head height objects.
- Furniture should incorporate at least some element that is **1000mm** high to make it more visible to visually impaired people with residual sight.
- The colour/tone should contrast with the background against which it is seen.
- A band of contrasting colour/tone, minimum **75mm** deep should be applied to highlight the furniture.

Seats

- Seats should be provided at regular intervals. The recommended maximum spacing is **50m**, the absolute maximum is **150m**. If gradients are in excess of 1 in 20, these distances should be reduced.
- Seats should be set off the main pedestrian flow, while remaining accessible from it and on the same level.
- Part of the sitting area should ideally be in partial shade.
- Seating areas should incorporate a clear space, **900mm by 600mm**, ideally at one end of the seat, so that wheelchair users can sit alongside.
- Seats or perches are recommended at the top and bottom of any significant steps or ramps to allow a person of limited stamina to rest before and after periods of exertion.
- Provide a combination of perch- and bench-type seats to suit different requirements, but provide more bench-type. Seating should be easy to get into and out of, and comfortable to sit on. Perch-type seats are attractive to some people with arthritis, stiff joints or back problems, especially if being used for a short period. However, some find them insecure and uncomfortable. Traditional bench-type seats, with end (and possibly intermediate) arm rests, are more comfortable for most people for sitting on for longer periods.
- Arm rests should be provided wherever possible. Arms help people to get into and out of a seat.

- A combination of seat heights would be preferable.
- The majority of perch-type seats should have a seat height of approximately **700mm**.
- The majority of bench-type seats should have a seat height of between **550 and 600mm**.

Picnic tables

- Some picnic tables should be located on hard surfaces for easier access, and some should be near parking spaces, especially any spaces reserved for drivers with disabilities.
- The position of table legs and other support structures, and the clear vertical height under the table top, should allow a wheelchair user to sit at one or both ends of the table, or at one side by shortening the bench seat.

8. Signing

- In May 1997, the JMU is to submit design standards on internal signs and meet with Bluewater's signing consultants. It is recommended that the scope of this work be extended to include external signing.
- Basic information about a route should be given at designated entry points that people are likely to use. This should include information about the facilities or amenities en route such as seating or picnic areas, a description of the terrain and any potential obstacles such as gates. This information can be provided by conventional signs, but also by tactile and visual maps, and listening posts. The JMU can provide guidance and assistance with regard to assembling and presenting this information.
- Signing should obviously be located at points where it will be highly noticeable and where it will be most useful. However, they should not obstruct pedestrian routes.
- Signing should be high visibility through the use of contrasting colours/tones, matt finishes, and text that is an appropriate size and style. Basic guidelines are contained in Appendix 4.
- In certain locations, tactile embossed signs will be appropriate, for example on a panel describing a route.
- Signs should be kept out of direct sunlight.

- If lengthy signs are provided, 'grab' or support rails might be provided in front of them.

9. Providing other information

- In addition to signs, other methods might be appropriate to convey information about the route. For many people with disabilities, a trip outdoors requires forward planning as they cannot be certain that sites will have considered their requirements. This should be reflected in any literature about the site. In addition, consideration might be given to producing tactile maps, taped guides or listening posts containing concealed tape machines. The JMU will be advising on the provision of information throughout Bluewater, and it is recommended that this includes the Lakeside area.

10. Lighting

- Lighting columns and other structures should be offset but adjacent to pedestrian routes so as not to create an obstruction.
- Illumination should be even, avoiding areas of dark and light. If contrasting illumination levels are required for effect, transition zones should be provided.
- Shadows should not be created as they can often disguise potential obstructions.
- Glare should be avoided. Non-reflective surfaces should be used where possible and lighting elements should not be directly visible.
- If possible, whiter light sources, for example high pressure sodium, should be used as they provide better definition of illuminated objects, thus aiding many with impaired sight.

11. Vegetation

- Vegetation should be planned and maintained to ensure that plants, trees or roots do not encroach onto pedestrian routes, especially at ground level or head height.
- Overhanging trees should be regularly trimmed to at least **3000mm** clear height to accommodate some regrowth. Care should be taken to ensure that fallen leaves do not present problems.

- Sharp or prickly vegetation should be set back from the pedestrian routes to ensure that they are not accidentally walked into.
- The different noises, aromas, textures and colours/tones of different trees and plants can provide enjoyment to visually impaired people if used sparingly and tastefully. Furthermore, strategic planting can provide helpful navigational information. (See Appendix 5).

Entrance Doors

Outward opening doors should not be held open in line of travel, unless door can be turned through 180° and held flush against an adjacent wall/partition or surface. Clear differentiation between fixed and moving leaves is required, and automatic doors should be clearly defined.

Manual doors should require an opening pressure no greater than 25-30 Newtons, and, if glazed, should incorporate a kickplate at least 400mm high to withstand impact of wheelchair footrests (if, for whatever reason, automatic doors cannot be used). Large areas of glazing should be highlighted with a contrasting feature or logo at least 150mm sq. in size, incorporating both light and dark colours to ensure visibility regardless of background conditions.

Access to Accessible Parking/Shopmobility

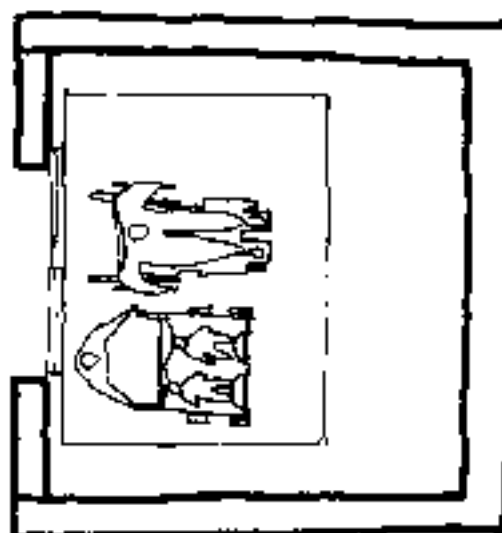
Some concern was expressed at design meeting (19/3/97) that location of accessible parking and Shopmobility needs to be co-ordinated. For example, people who do not know where Shopmobility is located, or cannot reach the Shopmobility centre without assistance, what if nearest accessible parking area is full, or procedure for people who are being dropped off.

The Service Call system was mentioned, and a leaflet has been enclosed explaining this system in greater detail. Alternatives might include an intercom at entrance points, or within accessible parking areas

Lift

As mentioned at earlier meetings, internal dimensions of lift would permit access to people with push chairs, and people using wheelchairs. Scooters of dimensions 1400mmx700mm would also be able to gain access, but no room for manoeuvrability, with 200mm available either end of scooter). See diagram below.

DIAGRAM SHOWING
STANDARD PUBLIC
LIFT AS DIMENSIONED
(1.50) WITH DOUBLE
PUSHCHAIR + WHEELCHAIR



Egress Routes

Following the egress route from the back of the retail units, which could conceivably be used by both public (in unit) and staff, there are two ramps up.

The first comprises a change in level of 495mm, over a distance of 6.25m - a gradient of 1:12.6 UP. The maximum recommended gradient for ramps is 1:15, with 1:12 max. Where a 1:12 gradient is used, the length of the ramp should not exceed 5m without a level resting platform.

The second comprises a change in level of 190mm over a distance of 2m. This gives a gradient of 1:10.5, which is well in excess of the maximum recommended gradient, particularly for ramps going up - people using wheelchairs are unlikely to be able to use this ramp independently, and people who prefer stairs to ramps may find this ramp particularly difficult to negotiate (wherever ramps exceed 1:20, ideally an option of both ramp and stairs should be available). Ramps must be provided with handrails both sides. Surface finish on internal ramps should comprise an even, firm, non-slip material such as matt vinyl - carpet should NOT be used on ramped section of corridor.

The double door either side of the entrance vestibule, and their opening direction, appear to suggest to the public that in the event of an emergency, people should not exit to car park, but rather to either side ? How will this area be signed ? Where does this area lead to ? Can people easily be rescued from this area ?

Main ramp down to mall level comprises a change in level of 600mm over a distance of 10.9m - a gradient of 1:18 which is ideal. It will still be necessary for ramp to be provided with handrails, non slip surface finish etc. Also, the ramp surface should still be level - a cross fall or camber to accommodate the curve should be avoided.

Main Access Stairs

Stairs down are potentially in the line of travel of persons walking from mall past toilets. Installation of corduroy surface is therefore strongly recommended. It is very likely that the curve of the stairs will create a problem (since corduroy surface comprises a series of raised ribs, usually in a straight line). The corduroy pavers may have to be specially cast (if reconstituted stone can be used) to create the curve within the rib. Otherwise, a series of straight pavers could be used to give the appearance of a curve from a distance.

Secondary Access Stairs

Only one space in refuge. The pedestrian route is rather awkward, pedestrians have to cross past people waiting in refuge in order to reach stairs (it is noted that position of HR restricts location of door, but since people are unlikely to be using stairs in an upwards direction during egress, refuge could be located on opposite of landing area to keep main direction of travel free from obstruction). Refuge should be fitted with an independent means of

communication with the rescuing party. If this cannot be achieved, some form of manned alarm system is recommended, so that the rescuing party are aware of which refuges are occupied.

Where stairs down (or up) are in line of travel, installation of corduroy surface is recommended in accordance with Department of Transport guidelines, and design note issued earlier this year. The surface is available ready profiled in vinyl or rubber compound materials, and the standard profile can be created out of a number of other materials.

Toilets

Would express slight concern at design of island hand washing units - corner of unit could easily be approached end on (not only a hazard for visually impaired people, but also for smaller children, who may not be using family room)

BNOY M2(74)001 Revision B.02

General Comments

Majority of comments a previous drawing, in relation to doors held open in line of travel. For internal doors held open on electromagnetic catches, catches and hinges should be designed so that door can be turned through an angle greater than right angle, allowing leading edge of door to be held flush against an adjacent corridor wall or surface

In area U112, it is important that wherever possible, columns be incorporated into partitions - it is not clear why a gap of 700mm has been created between columns and side wall to toilet area.

Accessible Toilets

Some internal dimensions are exceptionally large - layout of facilities must be very carefully positioned to avoid problems in reaching fixtures and facilities. Guidance has been previously distributed concerning layout.

It is anticipated that very clear signage will be required in order to highlight location of accessible toilet facilities.

Lockers

Lockers have been shown on plan, although precise location is not clear.

Lockers should be designed to be accessible - top locker should be no higher than 1200mm above floor finish, preferably slightly lower. Locker floor should be no lower than 400mm above floor finish to be within reach distance from wheelchair.

Locker doors should fall to close, so that doors do not remain open even when unlocked.

If similar in style to lockers used at rail stations, number keys should be laid out in the same configuration as telephone keypads. Keypads should incorporate keys as large as possible, with clear contrasting legend, and raised pip on 5 button. Keys should not be touch sensitive. Top button/coin slot should be no higher than 1200mm above floor finish. Instructions should comprise upper and lower case text, minimum text size 14 point.

Toilet Areas

Within main toilet areas, WCs are shown as being positioned against a modular pane system (presumably to hide pipe runs etc.). It is essential that layout of accessible toilets follows guidelines previously issued, which includes ensuring that front of WC in accessible cubicle is 750mm away from back wall (usually with modular panels hiding pipe runs, front of WC is closer to back wall - this will restrict transfer and positioning of wheelchair)

BNOY M9(74)001 Revision B.03

Toilets

Note that layouts, particularly in accessible toilets, do not meet previously issued guidelines, with particular regard to location of wash hand basin in relation to WC - it is important that guidelines are followed to ensure that transfer space is kept clear, and that people using toilet have easy access to fittings and fixtures.

Also some particularly sharp corners within toilet areas (gents toilet - corner of store)

Egress Routes

Although not essential, it is helpful if doors can open in direction of travel during an egress situation - quite often doors open into direction of travel, rather than away from (route to stairs ST.M7B)

Goods Lift

It is assumed that this will not be used as a passenger lift, even for staff. If it is likely that this lift will be used as a staff access route, then lift should follow previously issued design guidelines, in terms of location of lift controls, and features.

Since goods are being delivered to upper floors, it is likely that doors to circulation areas will need to be capable of being easily opened whilst using a trolley or similar - many doors open into line of travel, rather than away from - and where electromagnetic catches are used, it is essential to avoid doors being held open in cases where leading edge cannot be held flush against an adjacent wall or surface (for example the doors from the goods lift lobby). This area may require some redesign.

BNOY M8(74)001 Revision B.03

Ramp Access

Ramp of 1:20 is ideal. Surface finishes should comprise a firm finish material, rather than carpet, to facilitate access (on a level finish, carpet can be used, providing the pile is firm and even, and carpet does not incorporate a directional weave)

Comments regarding toilets, goods lifts etc. as previous drawings, particularly with regard to door opening direction, and doors being held open on electromagnetic catches in line of travel.

Seating

As mentioned previously, a change in floor finish could be used effectively to highlight location of seating, as opposed to circulation. The change should be detectable, for example, stone to carpet, or similar.

Seating should be treated as a critical surface (details of critical surfaces and use of colour/one contrast will be included within the revised Mall Design Manual, which will be issued on 4 June 1997), and should therefore contrast with floor finish. Contrast has been defined using the 'Colour Palette' system (ICI/Dulux Paints). Conversion tables will be available mid-June. A variety of seating should ideally be available, including at least some standard height chairs, some low chairs, and some chairs incorporating arms.

Telephones

Details covering design of telephones is included within report on Communication issued 19/2/97

Water Feature

Reference has been made to Water Feature in key - no obvious reference on drawing however. Details of water feature will be required before further comment can be made. Water feature, together with tactile, aromatic and visual features, can assist wayfinding and orientation by using the principle of landmarks. However, water feature should not disguise other important audible clues (for example traffic from car park, noise of approaching scooters, audible lift indicators, or any audible signage system installed)

BNOY M8(20)041 Revision B.03

Reception Areas

Reception desk should be designed to meet guidelines contained within Communication report (19/2/97), to incorporate accessible counter design, appropriate lighting system (avoiding sole use of directional lighting system, since this may lead to shadowing)

Seating has been recessed off circulation route - contrast between furniture and floor finish would be useful

Change in Level

Raised floor changes level approx. 300mm. Ramped sections will therefore be provided in circulation areas. Ideally, gradient should not exceed 1:20, 1:15 max. Change in level of 300mm would require a ramp of length 6m (4.5m max.). where gradient of ramp exceeds 1:20, handrails must be provided, and ramp surface finish should be firm and even to assist negotiation (matt vinyl, or honed stone would be ideal - carpet should not be used on ramped surfaces)

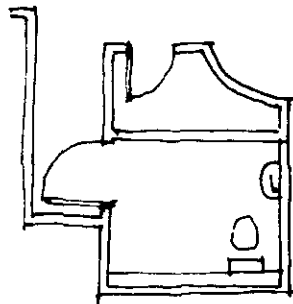
Offices and Meeting Rooms

Furniture layout should be flexible, and layouts (including heights of shelving units etc.) should be adjusted to suit individual requirements. Socket layout should permit flexibility - sockets should ideally be wall mounted 850-1000mm above floor finish, within 500mm horizontal reach. Sockets should contrast with wall finish to assist location. This could be achieved either by specifying contrasting socket and light switch panels, or by using contrasting decorative borders around the outside of socket and switch panels

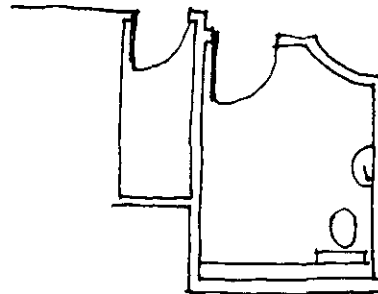
Hearing enhancement systems should either be installed permanently, or a portable system should be available for use when required

Access to Accessible Toilet

The access corridor is narrow, and it would be awkward to open the door from this angle - an alternative layout would be suggested, as shown below:



AS DRAWN



ALTERNATIVE
LAYOUT

Some effective use of recessing to accommodate furniture and risers.

BNOY

Lower South West Mall

No drawing number available

Entrance

Comments as previous regrading doors being held open in line of travel. Large areas of glazing require highlighting, and clear differentiation required between fixed glazing and glazed doors.

Effective use of decorative finish, particularly floor finish should be used to guide people around circulation route, so that people do not end up in landscaped area. Columns do not present a particular hazard and may help to define circulation route, providing use is clearly defined using surface finishes, primarily floor finish.

Shower Facilities

Design note issued on 4/4/97. As discussed at subsequent meeting, a separate shower facility is preferable within first aid room (providing people are aware that shower facility is available to everyone, not just people using first aid room).

It is particularly important that the first aid room incorporates a flexible lighting system, since people lying down on a bed with a migraine will wish to avoid a room illuminated by ceiling mounted fittings.

Movement Joints

Although likely to be flush with floor finish incorporating some form of mastic material, it is essential that mastic filling is regularly monitored to avoid creation of a trap or trip hazard. Any vertical or horizontal displacement of 10mm or over is likely to create a trip hazard.

Stairs Up

Main area of concern is the unprotected underneath of stairs, as shown in sections. It is essential that people are discouraged from walking in this area, perhaps through use of decorative landscaping, or use of an attractive prohibitive surface to guide people around the obstruction. Since stairs may be in line of travel, installation of corduroy surface is recommended at the bottom of the flight, in accordance with previously issued guidance. Curved lines may present a problem unless corduroy surface is specially cast. If this cannot be achieved, a clear contrast between floor finish and stair finish is very strongly recommended.

Stairs should be equipped with permanent contrasting nosing, extending the full width of each step to a depth of 50-65mm on both tread and riser (so that step edge is highlighted both when ascending and descending stairs).

Tapered treads could present a quite specific hazard, particularly if handrails follow step edge, returning back to wall. A continuation of handrail is therefore recommended to lead people across a section of the stairs where the treads are of constant dimensions.

Doors Leaves

Wherever possible, door leaves should be the same size as each other. Where uneven door widths are used, both leaves should always be unlocked, and door leaves should be positioned consistently throughout building i.e. narrow leaf ALWAYS on left, or ALWAYS on right hand side.

BNOY

Section Through NW Mall

No Drawing Number

Lighting

Innovative daylighting and artificial lighting systems have been proposed. Although intensive studies have shown that direct sunlight is unlikely to create a particular problem, it is essential that natural light is incorporated sympathetically into overall design, to avoid sudden changes in level of illumination from one area to another. This has been a particular problem at a number of shopping centres visited, especially going from areas illuminated solely by artificial light into areas with some natural lighting.

It is particularly important to avoid pools of light and dark, which can be uncomfortable as well as visually confusing.

BNOY

Upper North West Mall

Comments as previous regarding doors held open in line of travel (esp. doors from goods lift lobby)

Some very effective design, particularly where doors are recessed, so that door leaf does not present an obstruction to circulation

Fire Exit Routes

Ramp gradient (up) 1:15 - maximum recommended gradient. Some people may not be able to manage even this gradient. Handrails must be provided, and an appropriate surface finish on ramp specified (i.e. NOT carpet)

Also, immediately in front of doors leading from mall to fire exit route back of house - ramp length is only 1.7m, and a gradient of 1:20 has been used, which is ideal.

Direction of door opening also provides information about egress direction. Wherever possible, doors should open in direction of egress. Although this is not essential, it is desirable to prevent any confusion.

Lockers, Seating, Telephones

Comments as previous concerning identification of circulation routes

BNOY MA(43)010 Revision B.01

Floor Finishes

Drawings not available in colour, therefore contrast between different sections of paving is not known.

Pavers chosen should have a honed finish, not polished, to maintain grip even when wet (particularly important in entrance areas - dirt mats should be designed to remove as much moisture as possible, but should not inhibit access. Mats incorporating a directional weave, such as coir, should not be specified)

Patterns which could potentially be visually confusing should not be specified. For example, straight lines across line of travel may be perceived as stair nosing.

The principles of using contrast are explained more fully in Mall Design Manual. With a large mall type area it will be more difficult to select appropriate differential contrasts, since the space is more open, and must also incorporate corporate styles. Basically the floor, walls, and where possible, ceilings and any particularly large fixed obstructions (for example seating) should be treated as critical surfaces, and contrast between each of these surfaces should be achieved, using the 'Colour Palette' as a guide - tables of monochromatic, contrasting and harmonious schemes have already been created, and will be available in the Technical Design guide to be launched on June 16 1997.

It is important that landmarks are available for people to orientate themselves - the mall is fairly wide and the floor finish design chosen does not provide any visual orientation information likely to be of assistance to people with visual impairments.

BNOY MA(43)010 Revision B.01

Floor Finish

As mentioned previously, patterning should be chosen with care. The leaf pattern appears to be quite subtle, but contrast should be carefully gauged to avoid visual confusion. The pattern is strong, and therefore there may not be anticipated that contrast will be required to highlight location of underside of stairs, or hazardous sections (such as where water feature is brought into mall). It may be possible to use a prohibitive surface, which could follow the same colouring and patterning of the existing floor finish, although if corduroy surface cannot be produced to match curve of stair access, contrast between stair finish and floor finish of mall is considered essential

Entrance Area

Note that in entrance area, lift is provided opposite stairs leading up - presumably on upper floor, stairs lead down. Where stairs are in line of travel, installation of corduroy surface is essential.

Egress

Note that ramp leading down from exit doors adjacent to entrance leads past external wall - majority of exit doors lead off from retail units into this area which could be a potential hazard for anyone using ramp egress route - could easily be solved by recessing exit doors so that open doors do not present an obstruction to egress route

Upper South West Mall

No Drawing Numbers Available

Comments as previous regarding doors being held open in line of travel

Lift Location

Lift location may not be immediately obvious. Sufficient indication will be required in order to enable people to locate lift easily - plenty space has been provided for people to wait for lift without obstructing general circulation

Horizontal Egress Route

Fire exit leading off from mall to back of house (exits from retail units lead into this corridor as well). However, the route does not appear to lead to an external exit (eventually leads round to exit past retail unit U068 - a distance of some 90m from exit point out of mall). At this point it is worth mentioning that travel distances should not be excessive - people may not be able to manage such a distance 'in one go' and may need to rest en-route. Once in an egress route, people will not know short routes from long routes, for example people may be able to cover the distance from mall via the main entrance from the car park to reach a safe area in the event of an emergency, but may not realise that egress route via back of house is over 90m. It might be worth considering 'passing places' where people can stop to rest without holding up general egress. Stairs lead down to exit within a relatively short distance, however, no refuge has been provided (stairs down are next to CRM68).

Egress

Note that in stairwells which may be used for egress purposes, only one refuge space is provided - can a larger area be identified if required as an overflow ? Otherwise this suggests that the number of people using wheelchairs and scooters may have to be restricted. There are in the region of 16 stairwells which incorporate refuges on the upper floor. Not all stairwells incorporate a refuge, and therefore routes to stairs incorporating refuges must be clearly identified. These stairwells incorporating refuges are fairly well distributed throughout the building, but several people making their way to a single refuge may create problems - perhaps provision could be made to create an overflow.

For example, when proceeding along corridor to egress stairwell, pedestrians pass through a corridor door, before reaching stairwell access door. If the refuge is full, it may be possible for people to wait in the section of corridor in front of access to goods lift (which would not be used in the event of a fire), but this would only be possible if this area was designed to be safe during phased evacuation.

Section NE Welcome Hall
No Drawing Number Available

Changes in level, ramped and stepped have been adequately designed, although underneath of stairs must be protected in some way - area of reduced headroom in line of travel could be extremely hazardous

How will airflow be distributed - could this be exploited for orientation purposes ?

Plan North East Upper Mall
No Drawing Numbers Available

Comments regarding doors, positioning of refuges etc. as previous drawings.

Egress Routes

Leading from entrance hall, to back of house - is this a staff only route ?. For staff using this route from retail units to reach exit, ramp up in line of travel - ramp gradient 1:12.5. Where gradient exceeds 1:15, level resting platforms should be provided. For a ramp of gradient 1:12, level resting points must be provided every 5m (for a ramp of gradient 1:15, distance between level resting points can be increased to 10m). Handrails must be provided at both sides of ramp, and ramp surface finish should be firm and non slip (matt vinyl would be ideal - NOT carpet, which could inhibit access)

Plan South East Upper Mall
No Drawing Numbers Available

Comments regarding doors, positioning of refuges etc. as previous drawings

Doors

From U046 and U045, exits doors leads out to back of house area, forming egress route. There is a wall immediately in front of the exit door from U046, behind lift shaft, meaning that people must immediately turn through a right angle - liable to collide with open doors leading from U045 - could lead to bottleneck - perhaps doors could be more effectively positioned to minimise risk of obstruction and bottleneck (recessing doors would eliminate risk of doors creating an obstruction)

Also confusing door opening directions along this route - appears to give people a choice of turning left to ? or right to the exit stairs down, although doors open into line of travel, rather than away from direction of travel - clear signage must give people guidance as to direction to follow to avoid any confusion and wasting of valuable time.

Stairs in Line of Travel

In retail units, stairs could potentially be in line of travel. This is particularly hazardous where stairs lead down, and installation of corduroy surface is strongly recommended (would prefer surface to be installed prior to tenant fit-out to ensure that surface is installed where necessary)

Plan Lower Floor North East Mall

No Drawing Numbers Available

Again comments regarding door openings etc. as previous drawings.

Exit Routes

As ground floor, most people using stairs will be existing at this level - however, doors still open towards direction of travel, rather than away from - this could lead to a delay in egress. It is suggested that door swing is adjusted, and that doors are recessed, so that open stairwell doors do not obstruct circulation route. Clear signage opposite stairwell exit into corridor is essential to indicate egress route - this will also depend on egress and warning system used - some alarm systems allow voice direction to be given, which can be overridden by Fire Master if necessary.

Stairs Up

As discussed with reference to previous drawings, curved steps can present a particular problem, where treads taper - could potentially be hazardous especially if handrails lead people around to tapered treads to either side of stairs. Handrails should be designed to guide people along in a line of travel where treads are of constant depth.

Installation of corduroy surface is strongly recommended and pavers will probably need to be specially cast in order to match curve of stairs. If this cannot be achieved, and no suitable alternative means of installing corduroy profile can be reached, then a strong contrast between mall floor finish and stair finish is recommended to highlight.

Underneath of stairs should be protected to a clearance height of at least 2100mm, to minimise risk of hazard to visually impaired pedestrians.

Plan Lower Floor North West Mall
No Drawing numbers Available

Egress Routes and Door Swings

Comments regarding door opening direction as before. Along egress routes, although doors open in line of travel, the door swing partially obstructs egress route along corridor. Further more, ramp from exit off entrance leads down to external circulation route - into which doors open outwards. A simple solution would be to recess exit doors into wall by width of door swing

Lower South East Mall
No Drawing Numbers Available

Comments as previous drawings regarding door opening directions and doors being held open in line of travel.

Note also that ramp should be very clearly defined using decorative finish and floor finish to guide people around landscaped area.
Comments as Lower South East Mall - apart from mirroring layout, will other features be exploited to assist orientation and prevent disorientation ?

General Arrangement
Staff Accommodation
BNOY M4(20)041 Revision B.01

Discussed at length during most recent meeting, particularly travel distances to lifts.

Use of Goods Lift to Provide Access Between Floors

Where goods lifts are to be used as passenger lifts, the lifts must be designed to meet standards described in previously issued guidance (re-issued in Mall Design Guide). Doors opening outwards into circulation route externally should also be recessed to minimise risk of obstruction.

How will these areas be kept clear from goods lorries, and deliveries, to ensure safe staff access as necessary ? will goods be stored as soon as delivered to maintain a clear circulation area ? will delivery vans and lorries dock so as to allow a clear passage for staff members using the lift ?

Accessible Shower Facilities

Within the low floor area, accessible shower facilities should be made available - could even be a separate unisex accessible toilet and shower with changing area if space is at a premium. Detailed guidance is provided in Mall Design Guide.

Lockers

As previously mentioned, lockers should be accessible, incorporating doors which fall to close (so that open doors do not obstruct circulation areas), clear use of contrast to highlight key insert point, large winged keys provided on request, clear instructions following See it Right guidelines (provided in Mall Design Guide), and a top locker height of 1200mm above floor finish.

Egress Routes

Note also door opening direction, which can be used to indicate egress route.

Comments/Plan Appraisal

Points raised for discussion:

BNOY M4(20)041

General Arrangement Staff Accommodation
Lower Mall

- ☐ Accessible toilet/male changing
internal arrangement - whb too far away from wc
- ☐ Underside of stair in staff acc.
- ☐ Main Stair SCM4B - does not appear to be level access
between floors of staff acc. therefore no level access to
eating/drinking. If lifts can be used - unacceptable travel
distance
- ☐ Uneven width doors - doors open into circulation routes, not
recessed (some doors have been recessed)
- ☐ Accessible shower facilities ?
- ☐ Locker design

Upper Mall

- ☐ Refuges established - no detail. Communication. Allocated min.
dimensions. Signage
- ☐ Servery design
- ☐ Use of electromagnetic catches
- ☐ Leaf widths - must be consistent
- ✓ Effective use of recess for furniture

BNOY M8(24)001

- ☐ Passenger lift. Int. dimensions only 2350x1700 (average pushchair 1000x1900mm, wheelchair 900x1140-1500, wheelchair and assistant 700x1750)

BNOY M7(24)004

Escape Stairs

- ☐ Concrete finish - spec. for nosing
- ☐ Handrail spec. - appears to be flat rail

Other

- ☐ Refuge design (very tight areas - only one person can wait)
- ☐ Lift spec.

Comments Relating to Accessibility of Mall Welcome Halls as Represented on Drawings:

Dwg. M9 (03) 011 A 01
Dwg. M2 (03) 010 A 01
Dwg. M3 (03) 009 A 01
Dwg. M8 (03) 012 A 01

Access Doors/Fire Exits

- Not clear is access is from left hand side, or whether this is an emergency exit
- If curved sections form ramp (cannot remember if these sections are ramped or not) - check gradient on cross section. If gradient is 1:15, a level resting platform is required after 10m. If gradient is 1:12, level resting platform required at 5m
- Access doors should preferably be designed to fold back flat against building line (fire exits ?)
- If in fact glazed doors (cannot tell from plan), kickplates should be at least 400mm high, and large glazed areas should be highlighted with a contrasting feature or logo at least 150mm sq. in size. Feature should incorporate both light and dark tones to ensure visibility regardless of background lighting conditions

Lounge Seating

- At least some chairs with arms should be available
- Columns should be protected through furniture layout. Otherwise columns should be highlighted at eye level using a contrasting feature or banding 75-150mm in depth (standing adult eye level 1.4m-1.6m above floor finish)
- Lighting system should be designed carefully. Specifications not available, but will provide technical appraisal once spec. is available.
- * Furnishing should be selected so that it contrasts with the floor and the walls. Below knee-height items such as coffee tables are not recommended for use in public areas

Cafe

- Definition of seating area from circulation area will important, and will also help to prevent loose chairs straying into circulation area (subliminal boundary)

1. The first part of the paper is devoted to the study of the properties of the function $f(x)$ defined by the equation

$$f(x) = \int_0^x \frac{1}{1+t^2} dt, \quad x \in \mathbb{R}.$$

It is shown that the function $f(x)$ is strictly increasing and concave down on the interval $(-\infty, \infty)$. Moreover, the function $f(x)$ is bounded on the interval $(-\infty, \infty)$.

2. The second part of the paper is devoted to the study of the properties of the function $g(x)$ defined by the equation

$$g(x) = \int_0^x \frac{1}{1+t^4} dt, \quad x \in \mathbb{R}.$$

It is shown that the function $g(x)$ is strictly increasing and concave down on the interval $(-\infty, \infty)$. Moreover, the function $g(x)$ is bounded on the interval $(-\infty, \infty)$.

3. The third part of the paper is devoted to the study of the properties of the function $h(x)$ defined by the equation

$$h(x) = \int_0^x \frac{1}{1+t^6} dt, \quad x \in \mathbb{R}.$$

It is shown that the function $h(x)$ is strictly increasing and concave down on the interval $(-\infty, \infty)$. Moreover, the function $h(x)$ is bounded on the interval $(-\infty, \infty)$.

4. The fourth part of the paper is devoted to the study of the properties of the function $k(x)$ defined by the equation

$$k(x) = \int_0^x \frac{1}{1+t^8} dt, \quad x \in \mathbb{R}.$$

- Columns should be protected through furniture layout, otherwise highlighted at eye level
- Not immediately clear where customers purchase items (kiosk or servery ?)
- Servery - should incorporate a tray rail which is continuous to till point and cutlery retrieval point. Tray rail should be 850mm high, with at least 750mm clearance underneath to clear wheelchair arm rests
- Counter top shelving should be no higher than 1200mm above floor level, preferably lower. Average max. horizontal reach of people seated in wheelchair restricted to 500mm
- If design of Menu Boards is included within signage specification, menu should follow principles of sign design guidelines. Perhaps incorporating pre-printed choices and titles, which could then either be attached to a magnetic menu board or slotted into a slat system menu board when required

Accessible Toilets

- If r.h. or l.h. transfer, should be designed so that w.h.b. is within reach of WC (not greater than 900mm)
- Detailed layout not shown - require dwg. at 1:50 or greater to appraise layout, fittings and fixtures

Toilets

- Maximum use should be made of contrast to highlight fittings and fixtures, assisting location and preventing embarrassment. For example, using dark tone work surface finish to recess wash hand basins, contrasting soap dispensers and toilet roll holders etc.
- Visual fire alarms ? Even if site is on Deaf Alerter, it would not be feasible to ask all hearing impaired visitors to request a vibrating pager

Stairs

- Treads not particularly curved, but landing area could present some difficulty, since temptation for people using left hand handrail to follow rail into corner as on dwg. M9 (03) 011 A 01
- Gap of approx 750mm between each side of flight at ground floor level - will this be blocked off using handrail ?

[illegible]

Quesada, A. G. and J. A. Rodríguez. 1999. *El agua en Chile: una perspectiva de género*. Santiago: Centro de Estudios de la Mujer.

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the 1990s, the number of people in the world who are under 15 years of age is expected to increase by 1.5 billion, from 1.1 billion in 1990 to 2.6 billion in 2010. The number of people aged 65 and over is expected to increase by 1.1 billion, from 0.4 billion in 1990 to 1.5 billion in 2010. The number of people aged 15-64 is expected to increase by 1.5 billion, from 1.1 billion in 1990 to 2.6 billion in 2010. The number of people aged 65 and over is expected to increase by 1.1 billion, from 0.4 billion in 1990 to 1.5 billion in 2010. The number of people aged 15-64 is expected to increase by 1.5 billion, from 1.1 billion in 1990 to 2.6 billion in 2010.

[illegible]

Information Desk

- Desk should incorporate an accessible section. This should be designed so that counter is no higher than 850mm, with knee recess underneath, providing clearance of at least 750mm to clear wheelchair arm rests
- For standing adults, a counter height of between 1m and 1.2m is a comfortable writing height
- Counter loops can easily be installed at each counter, cost approx. £180. Symbol of ear with strike through and letter T should be clearly displayed
- Reception desks should be strategically placed, preferably in clear view of entrance doors, well signed and easily identifiable by using materials that provide good colour and tonal contrast with the immediate surroundings (see technical bulletin 'Colour and tone contrast' for more information). It is useful to create a path leading to the reception desk using contrasting floor finishes (e.g. from carpet to vinyl). Changes in floor finish should be flush. Installation of a hearing enhancement system should be considered
- Lighting should be positioned to illuminate the receptionist and the desk top without creating glare (see technical bulletin 'Lighting' for more information). Where feature lighting is used in the reception area, care should be taken to ensure that downlighting does not create shadows over the reception staff, obscuring facial detail and making lip reading difficult. Task lighting (an adjustable light fitting, preferably fitted with a compact fluorescent lamp) is useful for providing additional local levels of illumination in areas where people may have to fill in a visitors book or registration form
- High gloss finishes should be avoided because reflections of both natural and artificial light can distort environmental images to an unrecognisable degree and can create glare
- Any signs or information boards in the reception area should be appropriately designed (see 'Sign design' for more information).
- Reception area acoustics should be carefully planned and controlled as a high level of background noise is confusing, distressing and disorientating to some people.
- Adjoining areas and services, such as staircases, lifts, toilets and entrances to office suites, need to be clearly identifiable from the reception area. Colour and tone contrast should be used around doorways.

1. The first step in the process of identifying a problem is to recognize that a problem exists. This is often done by comparing current performance with a desired state or goal. If there is a significant difference, a problem is identified.

As a result, the β parameter is not a good measure of the degree of integration between the two markets. The β parameter is also not a good measure of the degree of integration between the two markets. The β parameter is also not a good measure of the degree of integration between the two markets.

1. The first step is to identify the problem or question that needs to be answered. This involves understanding the context and the specific requirements of the task.

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1. The first step in the process is to identify the problem or issue that needs to be addressed. This involves gathering information and understanding the context of the problem.

1. The first step in the process of the investigation is the identification of the problem. This is done by the investigator who is responsible for the study. The next step is to collect data. This is done by the investigator who is responsible for the study. The next step is to analyze the data. This is done by the investigator who is responsible for the study. The next step is to interpret the data. This is done by the investigator who is responsible for the study. The next step is to report the results. This is done by the investigator who is responsible for the study.

[illegible]

- Effective use can be made of contrast between tones of floor finish and furniture, to assist location of items of furniture. Ambient noise levels should be kept to a minimum in open plan areas, by using sound absorbing materials, partitions etc.
- * Different types of furniture can identify different usages within an overall area, for example, easy chairs for waiting areas, upright chairs and desks for interview areas, and so on. Waiting areas should be recessed off the main circulation route, to prevent furniture becoming an obstruction. A selection of chairs, including some with arms, should be available

Telephones

- * Public telephones should be clearly signposted. Telephones should be sited in areas where they will not create an obstruction. Where acoustic panels or hoods are installed, care should be taken to ensure that panels reach to floor level. With acoustic hoods, there is a danger that people using long canes or guide dogs will not pick up obstructions above waist height
- * Telephones should be positioned so that on vertical fascia units top button is no higher than 1400mm above floor level, and card slot is no higher than 1200mm above floor level
- * Handsets should incorporate an inductive coupler. Cord linking handset to telephone should be no less than 750mm long.
- * Buttons should preferably be large, to assist people with limited dexterity, incorporating a raised pip on the 5 button
- * There should be an unobstructed space in front of telephone of 300mm by 800mm, for manoeuvrability
- * A number of different systems are available, including public telephone systems, which incorporate a lockable cabinet containing the keyboard. Alternatively, systems could be available at designated reception desks. The unit allows two way text information transfer via the telephone line. Unit typically comprises a keyboard, with liquid crystal display showing typed message, and cups with or without couplers, into which the handset fits. Text telephones cost between £280 and £320.
- * A dedicated telephone line is recommended. An alternative is to install a Micro Network Manager (available from RNID/Sound Advantage) which detects the type of incoming call (fax, telephone, text telephone) and routes call automatically to appropriate device.
- * Portable telephone amplifiers fit domestic and public telephone handset earpieces, incorporating volume control and inductive coupler. Each units costs £25

1. The first step in the process of the development of a new product is the identification of a market need.

2. The second step is the selection of a product concept that meets the market need.

3. The third step is the development of a product prototype.

4. The fourth step is the testing of the product prototype with potential customers.

5. The fifth step is the refinement of the product based on customer feedback.

6. The sixth step is the final design of the product.

7. The seventh step is the production of the product.

8. The eighth step is the distribution of the product.

9. The ninth step is the monitoring of the product's performance in the market.

10. The tenth step is the termination of the product.

ATMs

- * Standards are currently being developed relating to ergonomics, screen colour etc., although information is not yet available

Lift

- Internal dimensions appear to be approx. 2500mmx2500mm - sufficient room for turning circle
- Very clear signage required - lifts tucked off main pedestrian line of travel

General Points

- On dwg. M9 (03) 011 A 01 - space to one side of void (?) - access to fire exit/entrance at other side, but not clear what this area will be used for. If a dead end, should be clearly defined
- Not clear about some of the circulation routes - are some exits for staff use only, from back of retail units ? or from car parks ? For staff, routes to assembly points should be clearly signposted, and should be level
- On dwg. M2 (03) 010 A 01, if entrance is from left hand side, there is a risk that information desk could be completely missed - perhaps need to extend desk, or re-shape
- Although different themes have been suggested (Earth, Air etc.) how will these features be manifested ? How will areas be differentiated ?

Emergency Egress

- It would appear that level access is possible straight to first floor. Will lifts be fire protected to BS5588:Part 5, and where will refuges be located ? Refuge Design ?





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(Planning)

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// May 1990

Gentlemen

TOWN AND COUNTRY PLANNING ACT 1971
PLANNING APPLICATIONS NOS DA/86/0391 OUT AND DA/88/0336 OUT
BY BLUE WATER PARK PLC TO DEVELOP WESTERN QUARRY AND
ADJACENT LAND AT DARTFORD, KENT, AS A REGIONAL SHOPPING CENTRE

1. I am directed by the Secretary of State for the Environment to say that consideration has been given to the report of the Inspector Mr K G Smith B.Sc (Hons) MRTPI who held an inquiry into applications made by Blue Water Park PLC for planning permission to develop a regional shopping centre with recreational and leisure facilities and associated access roads including alterations to the existing highway network and 10,000 car parking spaces on land at Western Quarry and adjacent land at Dartford, Kent. The applications were made to Kent County Council. The Secretary of State has directed in pursuance of section 35 of the Town and Country Planning Act 1971 that the applications be referred to him for decision instead of being dealt with by the planning authority. It is noted that the first application, called in for decision by a letter of 21 October 1987, was withdrawn at the inquiry and the Secretary of State proposes to take no further action in respect of that application.

2. Concurrently with the inquiry, the Inspector also held an inquiry into objections to the Stopping Up of Highways (County of Kent) (No.) Order 19 , made under section 209 of the Town and Country Planning Act 1971.

3. The Inspector, whose conclusions were reproduced in an Annex attached to the Department's letter of 14 December 1989, recommended that planning permission be refused and that the section 209 Order be not confirmed. A copy of his full report was enclosed with that letter.

4. The Department's letter of 14 December 1989 sets out the Secretary of State's reasons for proposing to disagree with the Inspector's recommendation to refuse planning permission. In particular it draws attention to the Secretary of State's proposal, published on 14 December 1989, to further modify Policy MGB3 of the submitted Alterations to the Kent Structure Plan, to enable the boundaries of the Green Belt in North West Kent to be revised to allow for a regional shopping centre. A copy of the proposed modification was enclosed together with a copy of the accompanying Statement of Reasons.

5. On the overall balance of the arguments for and against the application, and given the proposed further modification to Policy MGB3 in the Kent Structure Plan Alterations, the Secretary of State was minded to grant planning permission with conditions for a regional shopping centre at the application site. However, before coming to a decision he invited the parties to the called-in application to consider the new evidence comprised in the proposed Structure Plan modification and to comment on this modification as it affected the representations made concerning the development proposed for the application site.

6. All the representations received in response to the invitation in the Department's letter of 14 December 1989 have been carefully considered. The main points raised appear to the Secretary of State to be as follows. Messrs Montagu Evans, on behalf of their clients Blue Water Park plc, say the proposed modification means that the principal reservation raised by the Inspector, which in his view was sufficient to withhold the grant of permission for the proposed development, has been removed. Dartford Borough Council reaffirm their strong support for the proposal, stating that it would not materially conflict with Green Belt objectives, given the form and appearance of the application site and limited prospects for its restoration. They add that the proposals raise no significant negative impacts and indeed would bring considerable benefits to the sub-region. Kent County Council also continue to support the proposal; their view is that this prestigious development would contribute to their strategy for the revitalisation of North West Kent and the East Thames corridor generally by the creation of many new jobs and enhancing economic prosperity, facilitating early construction of Stage 1B of the Thames-side Industrial Route.

7. Gravesham Borough Council contend that the Secretary of State has not had sufficient strategic guidance on the issues raised by the proposal and should therefore re-open the Examination in Public to advise him on the specific question of the need for a regional shopping centre in North West Kent and whether this need was sufficient to justify the release of a Green Belt site. They argue that the exceptional circumstances for a new freestanding centre, required by new Policy RD4, proposed by the Secretary of State as a modification to the Structure Plan Alterations, have not been shown; nor has it been shown how the development would complement existing town centres. They also comment that the slow down in retail expenditure and cost pressures facing retailers mean that the 18% impact on Gravesend found by the Inspector will now have a significant effect on the vitality and viability of the town centre.

8. The London Borough of Bexley also suggest that the Examination in Public should be re-opened. They consider that the issues of the Blue Water Park application and the Secretary of State's proposed further modification to Policy MGB3 should not be looked at separately. They point to the Inspector's conclusion that the Western Quarry site has an important Green Belt role and argue that to do other than refuse consent the

Secretary of State would need a strategic context from the Examination in Public into the Structure Plan Alterations. They comment that the Examination in Public did not consider the need and strategic justification for a regional shopping centre in North West Kent, whether there was a need which would justify overriding the Green Belt, and the role and function of the Green Belt at Western Quarry. In their view the Secretary of State has not adequately justified his further proposed modification of Policy MGB3, and the strategic context in which to consider the Blue Water Park application has not been properly established. In view of this the Council consider that it would be premature to make any decision now on the Blue Water Park application and that it should be deferred until the strategic issues have been resolved through the Structure Plan process. Together with a number of other objectors, they have commented that the Secretary of State has disregarded the advice in PPG6 that major out-of-town developments have no place in the Green Belt.

9. Messrs G L Hearn and Partners, who represent Clayform Properties Ltd, maintain that while Bexleyheath Town Centre is performing well at present, it is very vulnerable to competition and has not yet fulfilled the role identified for it in the Greater London Development Plan. They calculate the existing comparison shopping sales area in Bexleyheath Town Centre as 185,000 square feet rather than the 286,000 sq ft referred to by the Inspector. Thus the turnover of Bexleyheath Town Centre had been overestimated while the impact on the Town Centre of out-of-town proposals had been underestimated. They argue that there is not the capacity in the area to support both Bexleyheath's development proposals and Blue Water Park, and that the effect of Blue Water Park on nearby town centres could be substantially greater than predicted at the inquiry. They further argue that any qualitative shopping need can be met by proposed schemes and improvements in Bexleyheath and does not justify the release of the Blue Water Park site from the Green Belt. Norwich Union Real Estate Managers Ltd also argue that to grant planning permission for the proposals would be detrimental to Bexleyheath Town Centre, with the loss of investment, jobs and amenity value.

10. Representations have also been received from two Parish Councils. Stone Parish Council object to the proposal to remove land from the Green Belt to allow for the development of Blue Water Park. They take the view that insufficient consideration has been given to the effect that such a development will have on local shopping facilities. Southfleet Parish Council are not opposed to the concept of Blue Water Park, but urge the Secretary of State to ensure that an adequate and clearly defined highway infrastructure is in place by the time the development is operational.

11. The London Green Belt Council maintain that the proposed scheme will add to the over-development and overloading of facilities and infrastructure and to the congestion brought about by economic expansion in the South East, even before the consequences of the Channel Tunnel arrive. They say that it will be a most unfortunate outlook for the Metropolitan Green Belt if these proposals, inevitably generating substantial additional pressures for development, are allowed.

12. The Bean Residents' Association request that the inquiry be re-opened to deal with a number of highway matters, in particular to deal with that part of the application concerning Bean Interchange. Alternatively they urge that the Bean Interchange proposals should be included at the TIR Stage 1 Inquiry. As another alternative they consider that new highway details should be submitted at an inquiry to meet the new situation caused by the announcement that the A2 from the M25 to the B262 is to be dual four lanes, which is in conflict with the drawings submitted with the outline application and could involve the demolition of properties at Bean.

13. The North Kent Wildlife Preservation Society object to the removal of land from the Green Belt where previous mineral extractions have taken place. Planning permissions for extraction within the Green Belt were granted on condition that the sites were restored to a use consistent with their Green Belt designation. The Society also consider that there is a lack of need for a regional shopping centre in the area. The residents of Darenth Road also strongly object to the removal of the site from the Green Belt and other local residents question the need for the development.

14. Representations from the Rt Hon Edward Heath MBE, MP, Cyril Townsend MP and David Evennett MP, against the Blue Water Park proposals, and from Robert Lunn MP fully supporting the proposed development, have also been received.

15. The Secretary of State has given careful consideration to all the matters raised in these representations together with the matters covered by the Inspector's Report.

16. The Secretary of State has today approved the Kent Structure Plan Alterations. In approving the Alterations he has modified Policy MGB3, as indicated in his further proposed modifications, to enable revision of the Green Belt boundaries in North West Kent to allow for a regional shopping centre. The reasons for this decision are given in the enclosed copy of the Secretary of State's Notice of Approval. As stated in that Notice the Secretary of State is satisfied that there has been adequate consideration of the strategic context for the Policy MGB3 modification and does not consider that it is necessary to re-open the EIP to advise him further on this matter. The Secretary of State has considered the application in the context of Policy MGB3, as approved with modifications.

17. On the Green Belt issue the Inspector concluded that "I am satisfied that, despite the difference in levels around much of Western Quarry, the land serves important green belt functions and, unless a strategic decision is taken in the approval of the Structure Plan Review to review boundaries in the Dartford area, it will continue to do so." As indicated above, the strategic decision referred to by the Inspector has been taken and Policy MGB3 as approved enables the review of Green Belt boundaries to accommodate a regional shopping centre. In accordance with Policy MGB3 the emerging Dartford Local Plan proposes to delete the Quarry from the Green Belt for a regional shopping centre.

Whilst this local plan is still at a relatively early stage of the statutory process the Secretary of State considers that it represents the appropriate planning policy on the Green Belt status of the application site and that in these circumstances more weight should be attached to the emerging plan than to the existing local plan on this issue. Consequently he considers that the restrictive policies which normally apply to Green Belt land should not be applied to the application site and that there are no Green Belt considerations which would justify refusing permission for the proposal.

18. Policy MGB3 does not specifically identify the land at Western Quarry as the location for a regional shopping centre, and some representations have stressed the need for an assessment of alternative sites outside and within the Green Belt. The Secretary of State considers that, given that the Green Belt objection to the proposal has been effectively removed and given that on the evidence before him he is satisfied that the application site is an acceptable location for a regional shopping centre, he does not need to consider the availability of alternative sites. However insofar as the matter is relevant to the application the Secretary of State notes the Inspector's conclusion that it is highly likely that no other site exists which would be subject to less planning objection than Western Quarry for a new freestanding centre. While the Secretary of State does not regard this as a definitive judgement on all possible sites for a freestanding regional centre, he is satisfied that there is no evidence before him to suggest that a regional shopping centre would be better located elsewhere.

19. The Secretary of State has noted the representations disagreeing with the Inspector's conclusions with regard to retail need and the impact of the proposed development on existing centres. On the question of need it is contended by G L Hearn and Partners that the qualitative deficiency found by the Inspector could be satisfied by new developments at Bexleyheath and improvements to other centres. However it appears to the Secretary of State that the Inspector took full account of the developments proposed in Bexleyheath, and of the contribution from other town centres and from other regional centres, before reaching his conclusion that these would fall short of the convenience, accessibility, range and quality of provision which would be likely to be achieved by Blue Water Park. The Secretary of State has considered the representations carefully but has found nothing to seriously challenge the Inspector's conclusion that a qualitative deficiency has been identified in the A2 Corridor in North Kent, which could not satisfactorily be met by improvements to existing centres in the locality or by new regional centres at Lakeside and Royal Docks north of the Thames.

20. Regarding the impact of the Blue Water Park Scheme, the Secretary of State notes the concern expressed that the Inspector had underestimated the effect of the development on existing town centres, in particular Gravesend and Bexleyheath, especially in the context of the recent slowing down in retail expenditure. The Inspector commented that the retail picture for Gravesend was an improving situation which would be slowed down by the development of Blue Water Park, but not arrested, while in Bexleyheath it would do no more than reduce by a limited amount the growth potential of this centre. A general slowing down in retail expenditure might mean that the impact on these town centres could have a greater effect than allowed by the Inspector. However the Secretary of State finds no evidence that the effect would be such as to raise serious questions about the future of either Gravesend or Bexleyheath Town Centres. Having considered the representations the Secretary of State is satisfied that there is no new factor which significantly affects or invalidates the Inspector's conclusion that there would be no undue or unacceptable harm to the viability and vitality of existing town centres as a whole from the proposed development.

21. Gravesham Borough Council referred to the need to satisfy new Policy RD4 in the Structure Plan. Like the proposed Policy RD5 which it replaces, new Policy RD4 expects developments dealing with comparison goods to be normally accommodated in town centres. However, although the Secretary of State has removed the specific policy provision for a regional shopping centre which was proposed in Policy RD5, the new Policy RD4 still allows for such developments in very exceptional circumstances, where they complement existing town centres. The Secretary of State does not agree with Gravesham Borough Council that this requires new freestanding developments to benefit existing town centres; rather that the benefits should be to shoppers in the area, through improved accessibility and a better quality and range of facilities and services than is available in existing centres, which the Inspector found Blue Water Park would provide.

22. On the question of exceptional circumstances the Secretary of State notes the significant contribution that the development would make to the growth and economic prospects of the area, in support of the County Council's strategy which he has approved and the Government's policy of revitalising the less prosperous eastern part of the South East Region. He further notes the evident improvement in shopping facilities which would both meet an identified retail need and improve the general perception of the area. The Inspector concluded that the combined factors in support of Blue Water Park were "truly considerable" and the Secretary of State concurs with this conclusion. In his opinion the factors in favour of the proposal add up to the very exceptional circumstances required by Policy RD4.

23. The Secretary of State has considered representations concerning the implications of the proposed development for traffic generation and the improvements to the highway infrastructure but he has found nothing to undermine the

Inspector's conclusion that the cooperation between the applicant and the Highway Authorities has produced a scheme that would cater more than adequately for the extra traffic. In addition the Secretary of State considers that conditions should be imposed to ensure that no construction works can take place until planning permission has been granted for the construction of Stage 1B of the Thames-side Industrial Route, and to prevent trading taking place before certain specified highway works have been confirmed.

24. The Secretary of State has also had regard to the implications of the development for chalk reserves and for any proposals and requirements for the restoration of adjacent chalk quarries. He accepts the Inspector's conclusion that Blue Water Park would not sterilise any appreciable quantity of workable chalk reserves. He also accepts that the development would have no effect on the restoration proposals for Eastern Quarry.

25. All other matters have been taken into account. For the reasons given above, the Secretary of State does not accept the Inspector's recommendation that planning permission be refused and hereby grants outline planning permission to develop land at Western Quarry and adjacent land at Dartford, Kent, as a regional shopping centre with recreational and leisure facilities and associated access roads including alterations to the existing highway network, and 10,000 car parking spaces, in accordance with application No. DA/88/0336/OUT dated 21 April 1988 and in accordance with documents BWPl/2-25, subject to the following conditions:-

- (1) Approval of the details of the siting, design and external appearance of the buildings, the means of access thereto and the landscaping of the site (hereinafter called the "reserved matters") shall be obtained from the local planning authority.
- (2) The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.
- (3) Before the commencement of any construction works a Master Plan which generally accords with Illustrative Drawing Nos. BWP 1/5, BWP 1/6 and BWP 1/7 shall be submitted to and approved by the local planning authority. Provision shall include:
 - (i) covered shopping malls, department stores, variety and small stores, shop units, restaurants, food court, shopper and community facilities;
 - (ii) a variety of leisure facilities including separate water areas for boating, casual water activities (including activities appropriate for children) with areas for informal open space identified separately;

- (iii) access roads and highway improvements, pedestrian routes, coach and car parking areas and a bus terminal;
- (iv) a scheme of landscaping for the whole site, including highways;
- (v) details relating to the siting, design and external appearance of the proposed buildings;
- (vi) siting and design of all public areas

and the development hereby permitted shall be carried out in its entirety in accordance with the Master Plan as approved.

- (4) The areas required to be identified for informal open space pursuant to Condition 3(ii) shall be kept available for such use and excluded from any built development curtilages following approval of the Master Plan, and no permanent development, whether permitted by the Town and Country Planning General Development Order 1988 or any order revoking or re-enacting that Order, or not, shall be carried out on the land so shown without the prior approval of the local planning authority.
- (5) Concurrently with the details submitted pursuant to Condition 3(iv), (v) and (vi), details of materials to be used and structures (other than buildings) including footpaths, walls, railings, fences, vehicle parking areas and other hardened surfaces and hard areas and colour schemes, shall be submitted and approved by the local planning authority.
- (6) Details of any areas for open storage of goods and materials shall be submitted and approved by the local planning authority pursuant to Condition (3). No open storage shall take place elsewhere upon the site otherwise than with the prior approval of the local planning authority.
- (7) The gross lettable retail floorspace of the Retail Centre (excluding the retail warehousing and garden centre) hereby permitted shall not exceed 118,450 square metres.
- (8) The gross retail floorspace of the retail warehousing shall not exceed 20,910 square metres, there shall be a maximum of 4 trading units, and no goods shall be sold from the retail warehouses other than DIY/home improvement products, white goods, furniture/carpets, garden and associated products, motor parts and accessories, and ancillary confectionery and food for consumption on the premises.
- (9) The development hereby permitted shall include a minimum gross floorspace devoted to recreation and leisure uses of 11,613 square metres.

- (10) No more than 11.148 square metres gross floorspace in the development hereby permitted shall be used for the sale of food and convenience goods (as defined by URPI) provided that:
- (a) there shall be only one retail unit whether in a specialist foodstore or not within which more than 1,500 square metres (net sales floorspace) may be used for the sale of such goods; and
 - (b) within that unit the net sales floorspace used for the sale of such goods shall not exceed 2,325 square metres.
- (11) The area devoted to the garden centre shall not exceed 1.45 hectares within which the gross retail floorspace (excluding non-covered display areas) shall not exceed 1860 square metres.
- (12) There shall be no retail trade from the development hereby permitted until the leisure/recreation facilities required to be provided by Conditions (3) and (9) are fully operational and open to the public.
- (13) (a) No development shall take place until there has been submitted to and approved by the local planning authority a scheme of landscaping which shall include provision for:
- (i) the retention of existing trees and shrubs, where appropriate, and measures to protect these from damage during construction operations;
 - (ii) additional planting to be carried out within the site, including access roads and alongside other highways and highway improvements;
 - (iii) the species, number and spacing of all planting works;
 - (iv) earth modelling;
 - (v) treatment of the chalk faces and any unworked chalk margins, including the method of preventing them from degrading;
 - (vi) treatment of the margins of the water areas in relation to adjacent parts of the site and such treatment shall include adequate provision for public safety;
 - (vii) treatment of redundant sections of highway;
 - (viii) a timetable within which the scheme will be carried out.

- (b) Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless the local planning authority gives written consent to any variation.
- (14) No construction works for the development hereby permitted shall be undertaken until planning permission shall have been granted for the construction of Stage 1B of the Thames-side Industrial Route, between the Dartford International Ferry Terminal roundabout and the junction of A226 and Station Road, Greenhithe.
- (15) No trading shall take place from the site until the following highways works have been completed and are open for traffic:
 - (a) improvements to the B255 (Bean Road) and its junctions with the A2, A296 and A226 as shown on drawing number ADA/275/14i in Core Document C59;
 - (b) the construction of an additional lane on the A2 between the Watling Street merge and Pepperhill diverge.
- (16) The details submitted and to be approved by the local planning authority pursuant to Condition (3)(iii) shall show a layout scheme for the parking, manouevering and circulation of all vehicles in accordance with the Kent County Council Vehicle Parking Standards; such details shall also show the location of parking areas for vehicles used on the site during the construction period. These arrangements shall be provided before any part of the development to which such areas relate is first used.
- (17) The details submitted and to be approved by the local planning authority in pursuance of Condition (3)(iii) shall provide for footpath/cycling links into the quarry from the existing and proposed highway network.
- (18) Before any construction works take place facilities shall be provided as may be agreed with the local planning authority, after consultation with the local highway authority, to prevent deposition of extraneous matter on the public highway.
- (19) A scheme of directional signs and warnings for the circulation of pedestrians and vehicles within the quarry shall be submitted to and approved by the local planning authority and such signs/warnings shall be provided before any part of the development hereby permitted is opened for trading.

- (20) The details submitted and to be approved by the local planning authority pursuant to Condition (3)(iii) shall include detailed plans of the proposed highway works, including levels, sections and details of any required structures.
- (21) Measures to ensure that the emergency access onto St James Lane is not used other than by vehicles of the police, fire brigade or ambulance services shall be submitted to and approved by the local planning authority.
- (22) Before any works hereby permitted are commenced, details of all drainage, both foul and surface water, connected with the development and measures to control and monitor ground water levels and quality in the quarry shall be submitted with supporting calculations and approved by the local planning authority.
- (23) The base level of the development of the floor of the quarry and details of any land stabilisation works to be undertaken shall be submitted to and approved by the local planning authority.
- (24) Details of the materials used for any necessary raising of ground levels on the quarry floor shall be submitted to and approved by the local planning authority.
- (25) During the construction of the development and access roads, reasonable provision shall be made for appropriate archaeological observations and excavations requested by archaeology groups approved by the local planning authority.
- (26) Details of the type and location of plant, machinery and all other sources of noise, air, ground or water pollution, including road traffic noise, whether part of the finished development or present only during its construction, together with details of the hours of their operation or when they occur and a scheme of appropriate measures of control to limit and where possible prevent such noise and pollution, shall be submitted to and approved by the local planning authority.
- (27) Details of all sources of lighting and illumination proposed to illuminate areas external to buildings forming part of the development shall be submitted to and approved by the local planning authority.

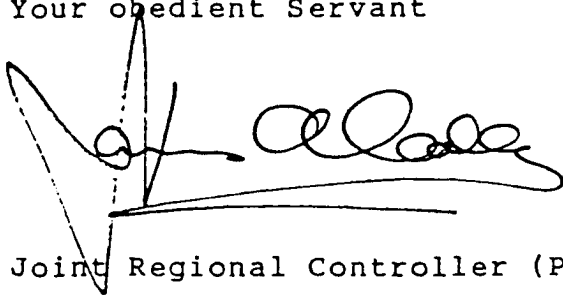
26. Attention is drawn to the fact that an applicant for any consent, agreement or approval required by a condition of this consent has a statutory right of appeal to the Secretary of State if consent, agreement or approval is refused, or granted conditionally or if the authority fail to give notice of their decision within the prescribed period.

27. This letter does not convey any approval or consent required under any enactment, byelaw, Order or Regulation other than section 23 of the Town and Country Planning Act 1971.

28. Separate letters dealing with the Stopping Up of Highways (County of Kent) (No.) Order 19 , made under section 209 of the Town and Country Planning Act 1971 and the applications for costs which were made by Gravesham and Bexley Borough Councils shall be sent in due course.

29. Copies of this letter have been sent to all the parties appearing at the inquiry and those who submitted representations.

I am Gentlemen
Your obedient Servant

A handwritten signature in black ink, consisting of a large, stylized 'V' or 'W' shape followed by several loops and a horizontal line underneath.

Joint Regional Controller (Planning)